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# The China Mail.

ESTABLISHED 1846

January 7, 1921, Temperature 53°

Barometer 30.19

Rainfall 0.00 inch.

Humidity 73

January 7, 1920, Temperature 48

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HONGKONG, FRIDAY, JANUARY 7, 1921.

日九廿月一十庚戌歲年九國民華中

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## TO-DAY'S CABLES.

(Reader's Service to the China Mail)

### JAPAN'S POLICY.

NO ASPIRATIONS FOR FAR EASTERN DOMINATION.

BARON HAYASHI'S STATEMENT.

FIRM INTENTION TO RESTORE SHANTUNG WHEN CHINA IS READY.

LONDON, January 6.

Baron Hayashi, interviewed by the *Evening Standard*, categorically  
denied the allegations that Japan is seeking to control the Far East as a  
preliminary to world domination. He emphasised that Japan firmly  
intended to restore Shantung. It was not Japan's fault that no progress  
had been made. China was requested nearly a year ago to make arrange-  
ments to commence the necessary formalities for receiving back Shantung  
but nothing was done. So far from desiring to absorb Chinese  
territory and abolish the "open door" policy, Japan was only too pleased  
to participate in the Consortium to develop China's resources. Japan's  
policy was one of friendship to China and America.

### CHINA'S TRADE.

SCOPE FOR FOREIGN ENTERPRISE ILLIMITABLE.

OPPORTUNITIES NEVER BETTER.

LONDON, January 6.

The *Times* gives prominence to a telegram from its Peking corre-  
spondent emphasising the astonishing vitality of China's foreign trade in  
spite of the famine, the civil war, and other adverse circumstances, and  
pointing the moral for the captains of industry in Britain. The telegram says  
that scope for foreign enterprise in China is illimitable and the field more  
open than ever it has previously been. Preliminary cultivation is needed  
with a view to development in the future when political conditions become  
more settled and transportation is improved. All establishing themselves  
in China now will reap a rich reward.

### TRADE WITH RUSSIA.

RESPONSIBILITY FOR PROTRACTION OF NEGOTIATIONS.

MUTUAL RECOMMENDATIONS.

LONDON, January 6.

The Foreign Office publishes a telegram from M. Chicherin, sent on  
December 31, repudiating responsibility for the protraction of commercial  
negotiations and declaring his readiness to accept the trade agreement  
concluded last summer, and to confer with the British Government with  
reference to the latter's subsequent elaboration of the political clauses of  
the agreement. Lord Curzon replied on January 6 refuting M. Chicherin's  
assertions and recalling especially the delays caused by Kameneff's inter-  
vention in the internal politics of Britain and the Russian ill-treatment and  
detention of British subjects. Lord Curzon declared that the present delay  
was due to the persistent equivocation of the Soviet Government with  
regard to the conditions accepted in July. With reference  
to propaganda, Lord Curzon insists that if the Soviet sincerely  
intends to carry out its undertakings there can be no objection  
to the definition of areas to which these undertakings specifically refer.  
Britain therefore hopes that instead of continuing barren polemics the  
Soviet will accept the trade agreement in the sincere execution of which  
will be found the first step towards the reconstruction of material property  
in Eastern Europe. Lord Curzon insists on the geographical definition of  
areas in which the Soviet will undertake to refrain from propaganda  
offering to undertake similar obligations with reference to any area in which  
the Soviet can fairly claim special interests.

### ANOTHER BANK SUSPENDS PAYMENT.

SHAREHOLDERS TO BEAR PRACTICALLY ALL THE LOSS.

LONDON, January 6.

The British-American Continental Bank, formerly Haseney's Bank,  
with a subscribed capital of £1,242,000 has suspended payment.

LONDON, January 6.

It appears that the suspension of payment by the British-American  
Continental Bank was due to another suspension in New York. The Bank's  
business was largely Commercial. Practically all loss falls on the share-  
holders who, it is stated, will receive a considerable proportion of their  
investments.

### HEAVY RUN ON MEXICAN BANK.

MEXICO, CITY, January 6.

The financial crisis is intensified by the closing of the Mercantile Bank-  
ing Corporation, a North American institution, owing to heavy withdrawals  
by depositors. Guards have been stationed at the Banque Francaise du  
Mexique where heavy runs continue, but it is believed that the Banque will  
weather the storm. Depositors at other banks are anxious but up to the  
present no further runs have been made. It is rumoured that a moratorium  
will be declared.

### BIG LIQUOR SEIZURE IN NEW YORK.

NEW YORK, January 6.

In the biggest liquor raid in New York since the enforcement of  
prohibition, the authorities seized \$350,000 worth of liquor at the  
premises of the wholesale merchants, Singer Brothers, including scores  
of cases of the finest champagnes and hundreds of cases of whisky.

### ABSURD RUMOURS DENIED.

OTTAWA, January 6.

The Naval Service Department describe as absurd the reports of the  
Canadian squadron being transferred to the Pacific coast to join the Ameri-  
can and Australian navies for mutual protection. The Canadian vessels  
are simply visiting the Pacific in the course of a training cruise.

## THE DOLLAR.

To-day's closing rate 3:1 7/16  
To-day's opening rate 3:1 11/16

### OPIMUM TRAFFIC CASE.

CONSTANTLY FIXED.

POLICE SERGEANT ABSCONDS.

Further evidence was heard by  
Magistrate Smith yesterday after-  
noon, in the case in which a Chinese  
Police Sergeant and a Chinese Con-  
stable were charged with violation of  
duty.

Chief Detective Inspector Munson  
informed the Magistrate that the  
Sergeant (first accused) and one of  
the informers, who was one of the  
most important witnesses for the  
prosecution, had absconded over-  
night and could not be found. He  
applied for the first accused's bail to  
be estreated.

The Magistrate granted the appli-  
cation.  
After witnesses had given evidence  
bearing out the opening statement  
made by Mr. King, D.S.P., as pub-  
lished yesterday, the Magistrate said  
that it was clear from the evidence  
that the second accused kept guard at the  
Kowloon Godowns at the request of  
the missing Sergeant. It was also  
shown that the man who brought the  
opium ashore from the s.s. "Yai-  
shing," was subsequently handed  
over to him.

Mr. M. K. Lo, defending, held that  
only the absent informant was the  
absconding Sergeant's accomplice.  
Counsel submitted that the fact that  
the informant had absconded with the  
Sergeant, showed that he must have  
known that what the Sergeant had  
done was illegal. That being so,  
Counsel contended, the informant's  
evidence if not corroborated by an  
independent witness, was insufficient  
to convict his client. Dealing  
with the informant's evidence,  
Mr. Lo said that the part  
in which he alleged that Counsel's  
client took the opium smuggler to  
Yau-mat, instead of to the Police  
Station, was incredible, as, in his  
opinion, the escort was unnecessary,  
because the evidence indicated that  
an arrangement had been made  
between the smuggler and Constable  
No. 375 (who had absconded also)  
that if he surrendered the opium, he  
would be released.

Counsel then put his client in the  
witness box where he denied the  
truth of the allegation that he took  
the opium smuggler to Yau-mat. He  
could only account for the accusation  
by the fact that he had slapped the  
informant for lying to him. The  
accused also told the Magistrate that  
in the absence of any European, he  
was immediately under the super-  
vision of the Sergeant, and was sub-  
ject to his orders.

The Magistrate said that he would  
certainly have sent the accused to  
jail had it been proved that he had  
taken the smuggler to Yau-mat  
instead of the Police Station, as was  
his duty, but there was a doubt on  
that particular point, and the accused  
must be given the benefit of the  
doubt. However, he was satisfied  
that the accused was guilty of mis-  
conduct and would convict him on  
that score and sentence him to a fine  
of \$50.

## CANTON.

BRITISH RED CROSS SOCIETY—  
OUR DAY.

The Hon. Treasurer of British War  
Contributions, Mr. D. Forbes, in-  
forms us that he has received the  
following letter of thanks dated 23rd  
November, 1920, from Sir Arthur  
Stanley, Chairman of the Joint Coun-  
cil of the British Red Cross Society  
and Order of St. John of Jerusalem:  
"On behalf of the Joint Council  
of the British Red Cross Society  
and Order of St. John, I have to  
thank you for your letter of Octo-  
ber 15 last, enclosing a contribu-  
tion to our Funds amounting to  
£800.13.2, subscribed by British  
Residents in Shamen, our official  
receipt for which is enclosed herewith."

The Joint Council desire me to  
express to you and through you to  
all the generous contributors who  
have made up this magnificent con-  
tribution, the warm and grateful  
thanks of the British Red Cross  
Society of St. John for the wel-  
come and practical help they send  
to us towards our work. I have no  
doubt that in whatever manner you  
consider proper, you will endeav-  
our to communicate to all concern-  
ed this expression of our gratitude  
and thanks for the sympathetic and  
generous manner in which you have  
all come to our assistance on "Our  
Day," 1920."

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This Advertisement is issued by British-American Tobacco Co. (China) Ltd.

## IMPERIAL EXCHANGE.

AN URGENT NEED.

SUGGESTED COMMON EMPIRE  
CURRENCY.

Writing to *The Times*, Mr. J. F. Darling says:—On my return from Canada, I find that the criticisms in the home Press on the Empire Bank scheme are mainly two—one the interference with the "Sovereign right" of the Dominion to inflate their currency; the other, the alleged absence of any check to a part of the Empire importing more than it exports. In the many discussions I had in Canada the former point was not even referred to. The latter was, however, discussed on different occasions. I feel I owe an apology to the Chamber of Commerce Congress for not dealing more fully with this aspect of the scheme of my address. But with your kind permission I shall endeavour to do so now.

The main cause of the disorganisation of the Imperial exchanges, which is becoming more and more pronounced, is due to the fact that, in the absence of gold, there is now no connecting link between the different parts of the Empire. The proposal is to provide a common basis for the currency, aided by an extension of the clearing-house system so as to embrace the Empire, through the setting up of an Empire Bank, which would hold the balances of the same 125 banks and kindred institutions in the Empire.

BASIS FOR CURRENCY.

It is, of course, an essential part of the scheme that a line should be drawn beyond which existing currencies in the Empire should not be allowed to go except with a backing of Imperial notes. Indeed provision is made for this line of local credit currency to be lowered as time goes on, by giving the banks the option to exchange the currency for Imperial interest-bearing bonds. Apart from advancing on these bonds—a factor which at the present stage need not be taken into account—the only way credit or currency could be obtained from the Empire Bank would be through the discount of self-liquidating bills of exchange, drawn against an actual shipment of commodities and marked accordingly, which bills, thereafter, would form the basis for the Empire's currency. Given, certain practical safeguards, with the details of which I need not trouble you here, we can obtain in this commodity bills of exchange an instrument "as good as gold."

The banks would have three top lines on the assets side of their balance-sheets, which would be equally liquid—viz., cash in hand, balance at the Empire Bank, holding of eligible bills of exchange.

of these three headings, compared with the bank's liabilities. It is probably not necessary, nor is it in accordance with British methods that there should be a legal fixed percentage of these liquid assets, but it is necessary that there be, let us say, a monthly publication of the figures, showing the percentages. Either through public opinion or in some other way the percentage of these combined liquid assets would require to be higher than the percentage of cash to liabilities which is regarded as prudent to-day. As the eligible bills of exchange are interest-bearing, this higher percentage would involve no hardship on the banks.

In the Toronto address it was shown how, apart from the movement of currency, all transactions in the Empire would resolve into some bank being debited and some bank credited in the books of some office of the Empire Bank, and how that bank could effect transfers at par between its offices—again by a debit and a credit.

All inter-Empire trade would be settled by a bank of the exporting country being credited and a bank of the importing country being debited in the books of the Empire Bank. An export to a foreign country also means a credit, and an import from a foreign country a debit, with the Empire Bank, the one being set off against the other through the foreign exchanges.

CORRECTIVE FACTOR.  
The corrective factor would be the "balance of the clearing house," which would be "in favour" or "against" any country in the Empire according to whether its exports or imports were in the ascendancy. And excess of imports would weaken the liquid position of the banks in the importing country, and therefore the base for that country's credit, in a way similar to an export of gold under a free gold system. On the other hand, it would strengthen the position of the banks in a country exporting on balance and be tantamount to an import of gold to that country.

But there would be a further check, so far as the Empire's foreign trade is concerned, in the foreign exchanges. Here the Empire must be taken as a whole. An excess of imports from a foreign country would lower the exchange with that country, and tend to check imports and stimulate exports the Empire over, and therefore to that extent in any part of the Empire whose excess of imports was made up of foreign commodities from that foreign country. This would operate in addition to the check caused by the excess imports having weakened the position of the banks in the country owing to the balance in the Empire clearing house being against them.

## YAP ISLAND.

A SEVERE STORM.

WHOLE VILLAGE ALMOST DESTROYED.

A despatch received by the Navy Department, regarding the effect of the recent storm at Yap, states that the whole native village was practically destroyed, with the exception of some 20 houses, which also were more or less damaged. The greater portion of the pigs and cattle perished. Two men were killed and one woman wounded, so far as can be ascertained for the present. Means of communications are seriously damaged and full particulars are still unknown.

According to a private despatch received by the South Sea Trading Company in Tokyo, which has a branch establishment in the island, the Japanese residents, numbering about a hundred, are all safe.

"The inhabitants of the island, numbering about 9,000, seem to be suffering seriously from scarcity of provisions," stated the naval authorities, as quoted by the Tokyo *Asahi*. "The Government has, accordingly, decided to despatch to the island rescue vessels carrying on board material essential for the reconstruction of the village which has been practically destroyed."

"For the inhabitants driven out of their homes, barrack style buildings will be constructed for temporary dwelling purposes."

exchanges, not only with foreign countries, but with other parts of the Empire, to fluctuate wildly and often with wide and impossible margins, hampering production and trade? Or is the Empire to enter into a partnership, with a common basis for the currency, and an extension of the clearing house system, such as the Empire Bank scheme would provide, thus producing order out of what is rapidly approaching chaos and stimulating production and trade the Empire over?

With regard to "sovereign rights," it might be arranged for nominal retention of the right to inflate under conditions which would in effect prevent the rights being exercised so long as the partnership continued. An Imperial Conference of the best talent in the Empire to examine carefully this question of an Empire currency is, I submit, urgently called for, and judging by the interest and receptivity shown by Canada, where I was privileged to meet and discuss the subject with statesmen, bankers, merchants, and economists, one is very hopeful that a workable scheme would be evolved.

## G. FALCONER &amp; CO., LTD.

WATCHMAKERS &amp; JEWELLERS.

Hotel Mansions.

Agents for:—ADMIRALTY CHARTS,  
ROSS'S BINOCULARS and TELESCOPES,  
KELVIN'S NAUTICAL INSTRUMENTS,  
BENSON'S ENGLISH WATCHES,  
ENGLISH SILVERWARE, direct from Manufacturers,  
High Class English Jewellery.

## THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON  
FOUNDERS. All work done in this establishment is guaranteed. We have  
over thirty years' experience. We own two slipways and can accommodate any craft  
of 200 feet long.

Works Office: 64, CONNAUGHT ROAD CENTRAL, HONGKONG. Telephone No. 459.  
Shipyards: Shun-Sai-Po, Kowloon, Hongkong. Telephone No. 2.  
Estimates furnished on application.  
Hongkong, April 1, 1912.

## LONG HING &amp; CO., PHOTO SUPPLIES.

DEVELOPING & PRINTING A SPECIALITY.  
No. 17A, QUEEN'S ROAD CENTRAL, HONGKONG.

## HOTELS AND CAFES.

## THE HONGKONG HOTEL CO., LTD.

OPERATING:—

THE HONGKONG HOTEL,

HOTEL MANSIONS.

THE REPULSE BAY HOTEL,

AND THE

HONGKONG HOTEL GARAGE.

J. H. TAGGART,  
Manager.

## THE PEAK HOTEL.

1,500 Feet above Sea Level.  
15 Minutes from Landing Stage.  
Under the Management of—  
Mrs. BLAIR.

## KING EDWARD HOTEL

CENTRAL LOCATION.

ALL ELECTRIC TRAMWAYS Pass Entrance, Electric Lifts, Fans and Lighting.  
A European Bath and Sanitary Fixings, Hot and Cold Water System  
throughout. Best of Food and Service.  
Telephone 373. Telegraphic Address: "VICTORIA."  
J. WINGFIELD, Manager.

## CARLTON HOTEL.

(SEE ONLY AMERICAN HOTEL IN NEW COLONY.)

108 HOUSE STREET.

Under American Management. Nice and quiet yet only a few minutes  
walk from the Banks and Central District. 42 Bedrooms. Excellent Cuisine,  
scrupulously clean. Moderate Terms. Monthly and Family Rates on  
application to the Proprietors. Launches meet Passenger Boats.  
Telegraphic Address "CARLTON." Mrs. F. E. CAMERON.

## PALACE HOTEL

KOWLOON.

(Two minutes from Star Ferry.)

Recently renovated and refurnished, electric light and fans throughout  
and entirely under new management. Cuisine under the personal supervision  
of the proprietor. Billiard Room. Terrace. Moderate. Special terms to  
families on application to  
Telephone K. 3. Telegraphic Add: "PALACE."  
J. H. OXBERRY, Proprietor.

## HOTEL "ASIA"

WEST BUND, CANTON.

Rooms en Suite & with private Baths.  
Roof Garden, Hairdressing Saloon, etc.

Excellent Cuisine. Moderate Rates.

Leading Hotel in South China.

Special attention given to Tourists.

Under the Foreign Supervision of,  
THOS. G. HUTCHINGS.

KANG YUK, Dentist,  
Residence at  
the late HEN TING,  
14, D'ARCY STREET.  
TERMS VERY MODERATE  
Consultation free.

## FRENCH LESSONS

G. MOUSSON.

15, MORRISON HILL ROAD.



**HUGHES & HOUGH**  
AUCTIONEERS TO THE GOVERNMENT

General Auctioneers  
Share, Coal and General  
Produce Brokers and  
Commission Agents.

PROPRIETORS  
"To Kwa-Wan" Coal Storage

1000 used  
dustless  
A. B. C. 4th & 5th Editions  
A. 1 Telegraphic Code

Telegraphic Address  
"KWA-WAN" HONGKONG.

**PUBLIC AUCTIONS**

THE Undersigned have received instructions to sell by Public Auction,  
(For Account of the Concerned.)

**SATURDAY,**  
January 8, 1921, at 10.30 a.m.,  
at their Sales Rooms, No. 8,  
Des Vaux Road, Corner of  
Ice House Street.

Suits and Overcoat Lengths,  
Dress Materials, Blue Serge,  
etc., etc., etc.

Including:—  
Gent's Boots and Shoes, Woollen  
Jersey, Hosiery, Gent's Felt Hats,  
etc., etc., etc.

Also  
Lace Curtains, Bed Sheets, Cretone,  
etc., etc.  
On view Friday, at 2 p.m.  
Terms:—Cash.

**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, January 3, 1921.

(FOR ACCOUNT OF THE CONCERNED),

**TUESDAY,**  
January 11, 1921, commencing at  
2.30 p.m., at their Sales Rooms,  
No. 8, Des Vaux Road, Corner of  
Ice House Street.

TEAKWOOD AND BLACKWOOD FURNI-  
TURE, BRASS AND TEAKWOOD TWIN  
BEDSTEADS, BRASS-MOUNTED  
BEDSTANDS, CARPETS,  
comprising:—

Chesterfield Sofas, Arm-chairs (new),  
Folding Co. and Occasional Tables, One  
Upholstered sofa, Bedroom Furniture  
comprising Teakwood Twin Bedsteads,  
large and small Wardrobes,  
Dressing Tables and Chairs, Wash-  
stands, etc. (fitted Teakwood), Side-  
boards, Dinner Tables, Extension Din-  
ing Tables and Chairs, etc., Dinner  
service, Crockery, and Glass Ware,  
Cooking & res. Utensils, etc., Bath  
Room Utensils, Electro-Plated Ware,  
Electric Reading Lamps, Teakwood  
Screens, Sundry Blackwood Furniture,  
Side Tables, Chairs, Cabinets, Pictures,  
Carpets, etc.

Also  
Cut-glass Ware, Glass Electrolier,  
Enamelled Bath, several lots Tennis  
Balls, Rackets, 12-Bore Sporting Gun,  
Oliver Typewriter, (w), etc.  
(Full Particulars on Catalogue).  
Terms:—Cash.

**HUGHES & HOUGH**  
Auctioneers.  
Hongkong, January 6, 1921.

(FOR ACCOUNT OF THE CONCERNED),

**TUESDAY,**  
January 11, 1921, at 3 p.m.,  
at their Sales Rooms, No. 8,  
Des Vaux Road, Corner of  
Ice House Street.

1 two H.P. Evinrude Outboard  
Motor, (good condition.)  
1 3/4 H.P. Evinrude Outboard  
Motor, with Automatic Reverse.  
(excellent running order.)  
1 five H.P. Twin Cylinder Out-  
board Motor.  
Terms:—Cash.

**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, January 6, 1921.

(For Account of the Concerned),

**TUESDAY,**  
January 11, 1921, at 3 p.m.,  
at their Sales Rooms,  
No. 8, Des Vaux Road, Corner  
of Ice House Street.

1 Remington 12 Bore Hammer  
Sports Gun.  
(half choke, good condition.)  
Terms:—Cash.

**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, January 6, 1921.

**FOR SALE.**

THE Undersigned have received in-  
structions to sell at their Sales  
Rooms, No. 8, Des Vaux Road, Corner  
of Ice House Street,  
Encyclopaedia Britannica in  
(30 Vols.)  
Eleventh Edition, with case.  
Terms:—Cash.

**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, January 3, 1921.

## WANT ADVERTISEMENTS

25 WORDS 3 INSERTIONS,  
\$1. PREPAID.  
Every additional word 4 Cents  
for 3 insertions.

## TO LET.

TO LET—IMMEDIATE OCCUPA-  
TION—A FEW THREE ROOM-  
ED EUROPEAN FLATS IN "ORIENT  
BUILDINGS" CORONATION ROAD,  
KOWLOON. MODERATE RENTAL.  
Apply J. CAIR CLARK, Architect and  
Surveyor, 14, Queen's Road, Central.

## INTIMATIONS.

THE CHINA LIGHT & POWER  
CO., (1918), LTD.

## NOTICE OF CALL.

NOTICE IS HEREBY GIVEN that  
a call of \$1 per share has been  
made upon all members holding shares  
upon which only \$3 has been paid, and  
that such call will be payable to the  
Bankers of the Company, The Hong-  
kong & Shanghai Banking Corporation  
at Hongkong, on the 1st day of March,  
1921.

FOR THE CHINA LIGHT & POWER  
CO., (1918), LTD.  
SHEWAN, TOMES & CO.  
General Managers.  
Hongkong, November 30, 1920.

THE CHINA LIGHT & POWER  
CO., (1918), LTD.

## NOTICE OF CALL.

NOTICE IS HEREBY GIVEN that  
a call of \$1 per share has been  
made upon all members holding shares  
upon which only \$3 has been paid, and  
that such call will be payable to the  
Bankers of the Company, The Hong-  
kong & Shanghai Banking Corporation  
at Hongkong, on the 2nd day of May,  
1921.

FOR THE CHINA LIGHT & POWER  
CO., (1918), LTD.  
SHEWAN, TOMES & CO.  
General Managers.  
Hongkong, December 1, 1920.

## REPUULSE BAY HOTEL.

THE ORCHESTRA will be in  
attendance daily during afternoon  
Tea and Dinner, MONDAYS and  
FRIDAYS excepted.

SEMI-SACRED CONCERTS will be  
held during Teatime and Afternoon Tea  
on SUNDAYS.

Hongkong, January 3, 1921.

## PUBLIC AUCTION.

G. R.

## PUBLIC AUCTION.

PARTICULARS and Conditions of  
the letting by Public Auction Sale, to  
be held on MONDAY, the 10th day  
of January, 1921, at 3 p.m., at the  
Office of the Public Works Department,  
by Order of His Excellency the Governor,  
of One Lot of CROWN LAND at  
Tat Tei Mei, in the Colony of Hong-  
kong, for a term of 75 years, with the  
option of renewal at a Crown Rent to be  
fixed by the Surveyor of His Majesty the  
King, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Lots	Boundary	Measurements	Containing	Approximate	Upset Price
Lot No.	Locality	Acres	Sq. Ft.	Acres	
1	Lot 1, Tat Tei Mei	1.5	64,600	1.5	\$200
2	Lot 2, Tat Tei Mei	1.5	64,600	1.5	\$200
3	Lot 3, Tat Tei Mei	1.5	64,600	1.5	\$200
4	Lot 4, Tat Tei Mei	1.5	64,600	1.5	\$200
5	Lot 5, Tat Tei Mei	1.5	64,600	1.5	\$200
6	Lot 6, Tat Tei Mei	1.5	64,600	1.5	\$200
7	Lot 7, Tat Tei Mei	1.5	64,600	1.5	\$200
8	Lot 8, Tat Tei Mei	1.5	64,600	1.5	\$200
9	Lot 9, Tat Tei Mei	1.5	64,600	1.5	\$200
10	Lot 10, Tat Tei Mei	1.5	64,600	1.5	\$200

## PUBLIC AUCTION.

THE Undersigned have received in-  
structions to sell by Public Auction,  
(For Account of the Concerned),

**TUESDAY,**  
January 11, 1921, commencing at 2.30  
p.m., at their Sales Rooms, No. 8,  
Des Vaux Road, Corner of  
Ice House Street.

AN ASSORTMENT OF  
Household Linens, etc.,  
comprising:—

Ellow Cases, Fine quality Blankets,  
White Satin Quills, Bed Valances,  
Damask Table Cloths, Turkish Towels,  
Bath Towels, Bath Sheets, Double Bed  
Sheets, Drawnwork Bedspreads, Table  
Covers, Crochet and Drawnwork Dollies,  
Linen Damask Serviettes,  
Also  
A few lots of Bellow Valance and Suit  
Cases.  
And  
Three Pairs Binoculars, etc.  
Terms:—Cash.

**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, January 6, 1921.

## INTIMATIONS.

THE NATIONAL COUNCIL FOR  
COMBATING VENEREAL  
DISEASES.

THE following have been  
arranged under the auspices of the  
Hongkong General Chamber of Com-  
merce:—

Film Lecture for Men and Women of  
the European Community:—  
"THE END OF THE ROAD"  
At St. Andrew's Hall, City Hall,  
TO-DAY  
(FRIDAY), January 7th, at 5.30 p.m.

Film Lecture for Men and Women of  
the European Community:—  
"DAMAGED GOODS"  
At the Helena May Institute,  
MONDAY, January 10th, at 5.30 p.m.  
By Order,  
D. K. BLAIR,  
Actg. Secretary,  
Hongkong General Chamber of  
Commerce.

Hongkong, January 5, 1921.

## NOTICE.

NOTICE IS HEREBY GIVEN that  
we have registered ourselves as a  
private limited company under the  
provision of the Companies Ordinance  
1911-1915 and on and after the 1st  
January, 1921, the whole of our busi-  
ness as a going concern will be taken  
over by and will be carried on under  
the name of THE UNION TRADING  
COMPANY, LIMITED, but there will be  
no change in the management there-  
of.

Dated the 1st day of January, 1921.  
THE UNION TRADING COMPANY,  
S. M. CHURN,  
General Manager.  
Hongkong, January 3, 1921.

## NOTICE.

FROM December 1st 1920, we have  
taken over the EXETER GARAGE and  
the HONGKONG MOTOR CO. and are not  
responsible for any debts incurred  
previous to that date.

UNITED MOTOR CO., LTD.  
33 & 35, Des Vaux Road.  
Hongkong, January 4, 1921.

## INTIMATIONS.

WAR MEMORIAL.  
SUBSCRIPTION LIST.

FOR the erection by Public Sub-  
scriptions of a building to be called  
the WAR MEMORIAL INSTITUTE  
and to be managed for the joint use  
of the Navy, the Army and Civilian  
by a Joint Board of Directors.

A portion of the sum raised will  
be devoted to the erection of a  
permanent stone memorial which  
will be put in hand at an early date.

Lists may be found at:—  
Messrs. Lane Crawford.  
Kelly & Walsh.  
Messrs.  
W. Powell, Ltd.  
The Hongkong Club.  
Hongkong Cricket Club.  
Club Lancers.  
Engineers Institute.  
Victoria Recreation Club.  
Kowloon Cricket Club.  
Kowloon Bowling Club.  
Peak Club.  
Club de Recreation.  
Crailsheim Club.

M. J. BREEN,  
Hon. Secretary,  
War Memorial Committee.

## WANTED.

DESIGN AND CONSTRUCTION OF  
YELLOW RIVER BRIDGE FOR  
PEKING-HANKOW RAILWAY.

THE PEKING-HANKOW LINE OF  
the CHINESE GOVERNMENT  
RAILWAYS invites sealed proposals of  
bridge contractors for designing and  
building a new steel bridge about 2,500  
meters in length across the Yellow River  
(Hwang-Ho). Proposals will be received  
up to noon of June 30th, 1921, at  
the office of Peking-Hankow Railway,  
Peking, China, plans, rules and  
specifications can be obtained from the  
following offices:—

Peking: Peking-Hankow Railway,  
American, British, Belgian, French,  
Italian, and Japanese Legations.  
Foreign: Chinese Legations, Wash-  
ington, London, Brussels, Paris, Rome  
and Tokyo.

All applications for same must be  
accompanied with pounds £ for foreign  
countries, and with dollars \$30 for  
Peking.

PEKING-HANKOW RAILWAY  
ADMINISTRATION.

## INTIMATIONS.

STUDEBAKER CORPORATION  
OF AMERICA.

WE have been appointed Sole Agents  
for HONGKONG and the Pro-  
vinces of KWONG TENG and KWONG  
SAL.

Our Main Show Room and Town  
Garage adjoining Pedder Street and  
Des Vaux Road will be opened in  
March, also the GARAGE at REPULSE  
BAY.

A complete line of various Stude-  
baker Models and Spare Parts will  
arrive shortly. These cars will be  
specially geared to suit the roads of  
Hongkong and the New Territories,  
with a view to effecting greater  
efficiency in hill climbing together  
with economy in fuel consumption.

UP-TO-DATE PUMPING  
STATIONS are being installed at  
both garages, where "SHELL"  
MOTOR SPIRIT and "VACUUM"  
MOBILE OILS will be obtainable at  
all hours.

LIVERY SERVICE.  
THERE IS THIS DIFFERENCE  
WHEN YOU RIDE WITH US.

A distinguished looking car bear-  
ing the stamp of private ownership is  
at your disposal. A trial will un-  
questionably convince you that our  
service is above the average.

HONGKONG HOTEL GARAGE,  
J. H. TAGGART,  
Manager.  
Hongkong, January 4, 1921.

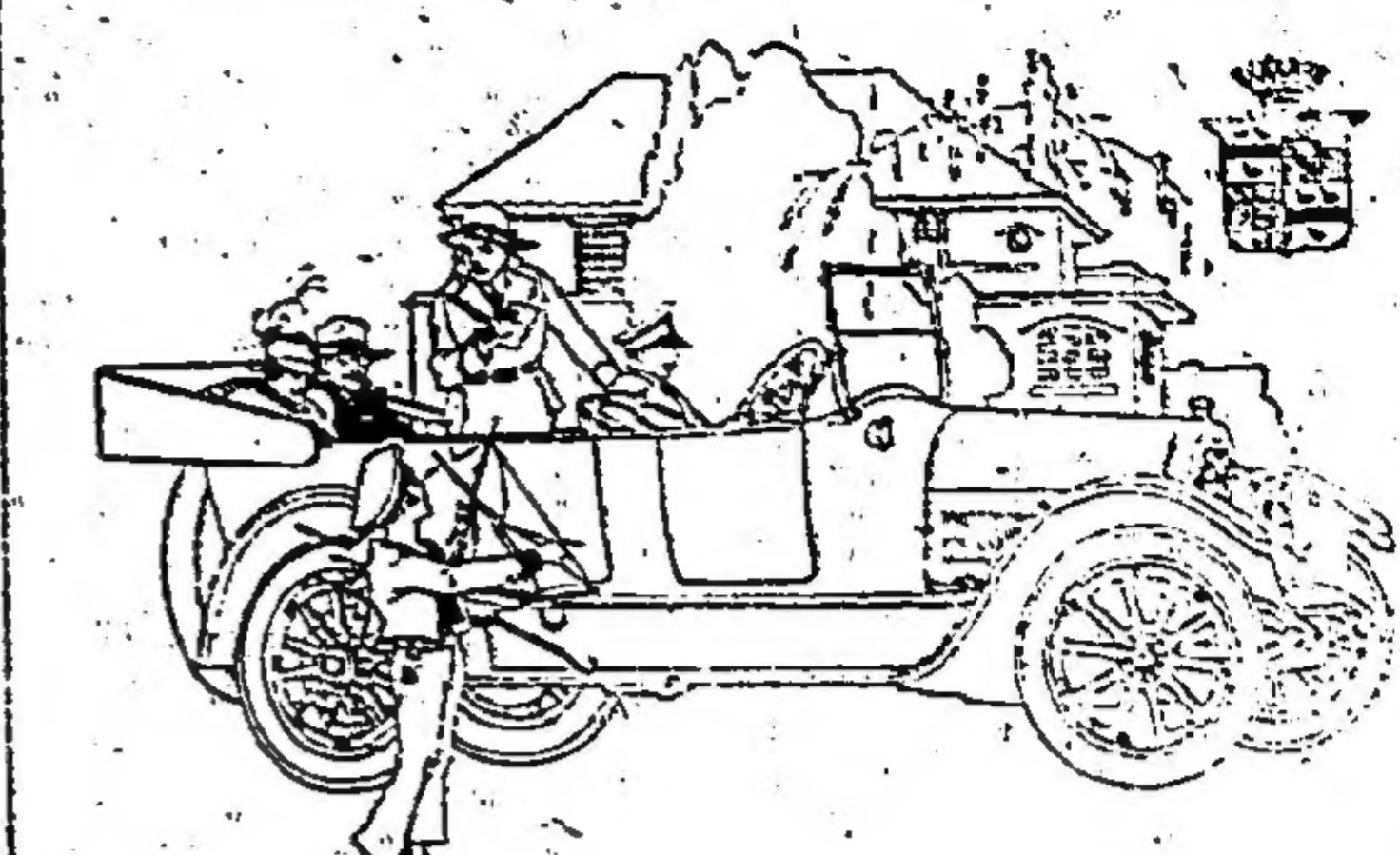
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.

## LOST.

THE SHARE CERTIFICATE No.  
1603 for Two Shares numbered  
46191/46492 standing in the Register  
in the name of LUE YUE SAM  
(deceased) late of Hongkong, having  
been LOST—NOTICE IS HEREBY  
GIVEN that unless said Certificate  
be produced at the office of the Com-  
pany, 5 Queen's Road Central, Victoria  
Hongkong, on or before the 5th day of  
January, 1921, a new Certificate for the  
said shares will be issued and the old  
Certificate will thereafter be held by the  
Company as null and void.

MOWBRAY S. NORTHCOTE,  
Secretary.  
Hongkong, December 3, 1920.

## CARS FOR HIRE 'PHONE 1036 EXILE GARAGE.



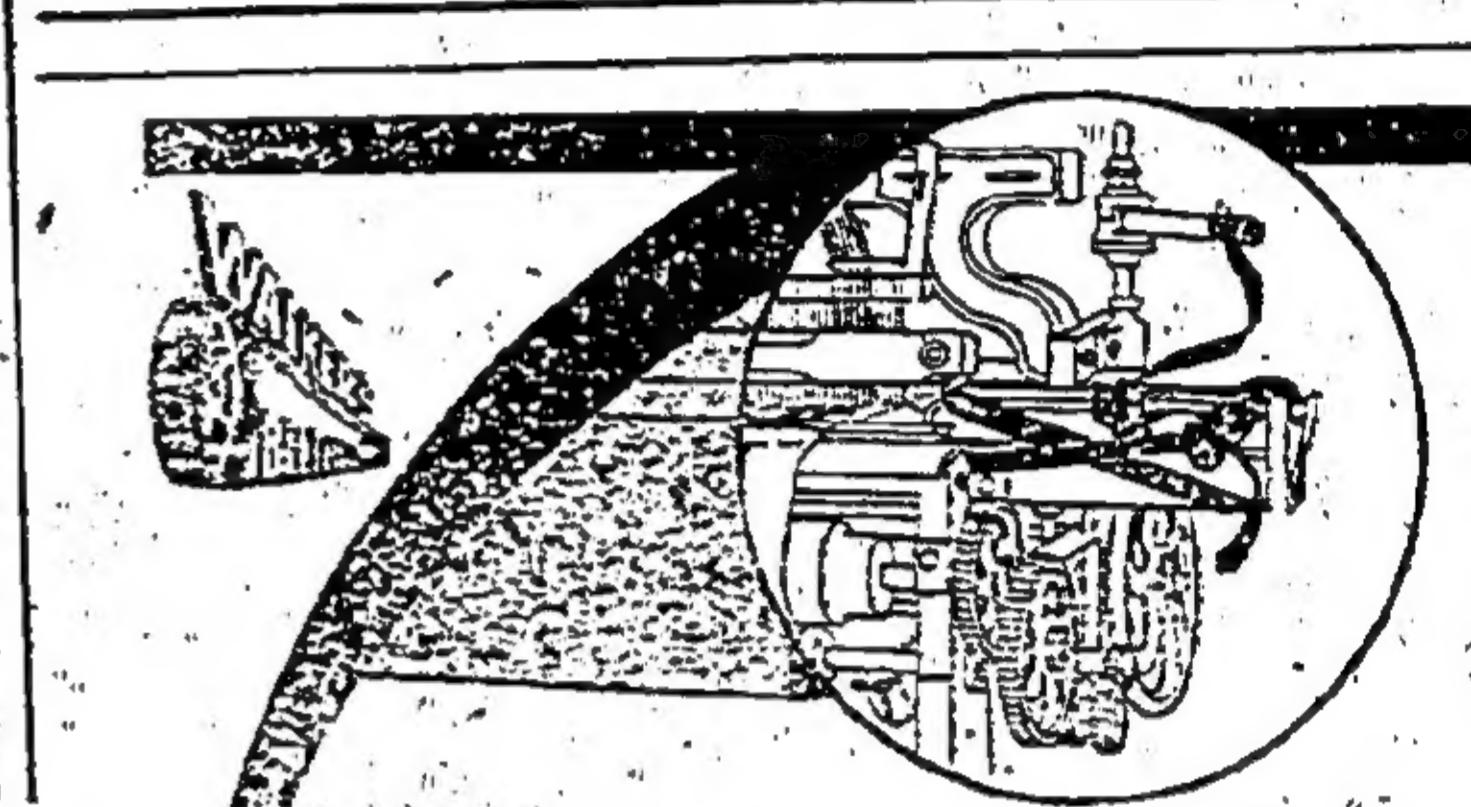
Agents for Cadillac, Buick and Oakland Cars,  
Reading Standard Motor Cycles, Firestone-tyres.

Cars repaired & Garaged at reasonable rates.

HONGKONG MOTOR CO.  
141, PRATA EAST, WANCHAI.

Operated by  
UNITED MOTOR CO., LTD.

33 & 35, DES VOUX ROAD



## Leather Fittings for Looms.

We produce all leather requirements for  
Looms including:—  
DRIVING BELTS in Chrome, Saffron and  
Oak Tannages.

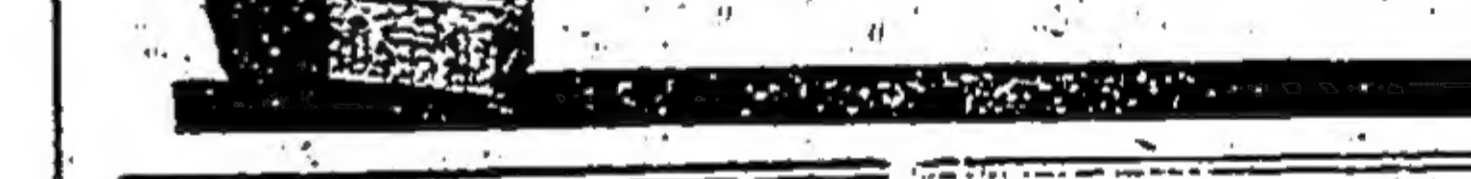
French and English Chromo Picking Bands,  
Buffalo and Oak Tanned Pickers—all types  
Buckles, Connectors, Buffer Straps, Check  
and Buckle Straps, Head and Reed Straps.

We will make to order any pattern of Pickers  
or Buffer, and follow the same principle  
which governs the production of

## Walker's Belting

The Belt that does all it is intended to do—and keeps  
on doing it.  
Tanned, Curried and manufactured at the Walker  
Factories.  
The experience gained in 50 years is at your  
disposal—write us.

Wm. Walker & Sons, Ltd.,  
BOLTON, England.



## THE MIGHTY ATOM.

A GREAT DISCOVERY.  
LATENT POWER IN THE ELEMENTS.

The eyes of the scientific world are  
at present focussed on the experi-  
ments being conducted at Cambridge  
by Mr. Aston, who is seeking to solve  
the mystery of the constitution of the  
elements.

The conclusion to which Mr.  
Aston's work seems to lead us, "said  
a lecturer on physics at King's Col-  
lege to a representative of The Globe"  
is that all so-called elements are  
made up of one or two simple ele-  
ments.

Mr. Aston has analysed the hea-  
vier elements by means of the posi-  
tive ray method, which we owe to Pro-  
fessor Sir J. J. Thomson, and in this  
way has practically proved that they  
are just combinations of the simpler  
elements.

This discovery is of enormous im-  
portance to the scientific world, on  
account of the new light it throws on  
the structure of the atom.

"Take chlorine, for instance: In-  
stead of its being one substance, as  
hitherto believed, Mr. Aston has dis-  
covered that ordinary chlorine consists  
of two substances, which are chemi-  
cally identical, but have a different  
density."

Mr. Aston has, in fact, vindicated  
the old hypothesis of Prout, who long  
ago suggested that the "atomic  
weights" of the elements were single  
numbers.

"The experiments are helping us  
towards the ideal that lies before  
scientists, which may popularly be  
described as the freeing of the im-  
mense stores of atomic energy latent  
in the heavier elements, such as lead,  
which up to the present we have  
found no means of accomplishing."

In the case of Radium the dis-  
integration is natural, and this ac-  
counts for its peculiar properties.

But we have not as yet discover-  
ed any way of accelerating or retard-  
ing this disintegration, and consequent-  
ly of freeing the energy.

"If we can once liberate, at a  
fairly rapid rate, the energy that is

stored in any heavy element, such as  
iron or lead, we could probably get  
as much power from a small fragment  
of these as we can obtain from several  
tons of coal."

"It amounts to the alchemy of the  
old days, when they searched for the  
Philosopher's Stone with the idea of  
transmuting lead into gold."

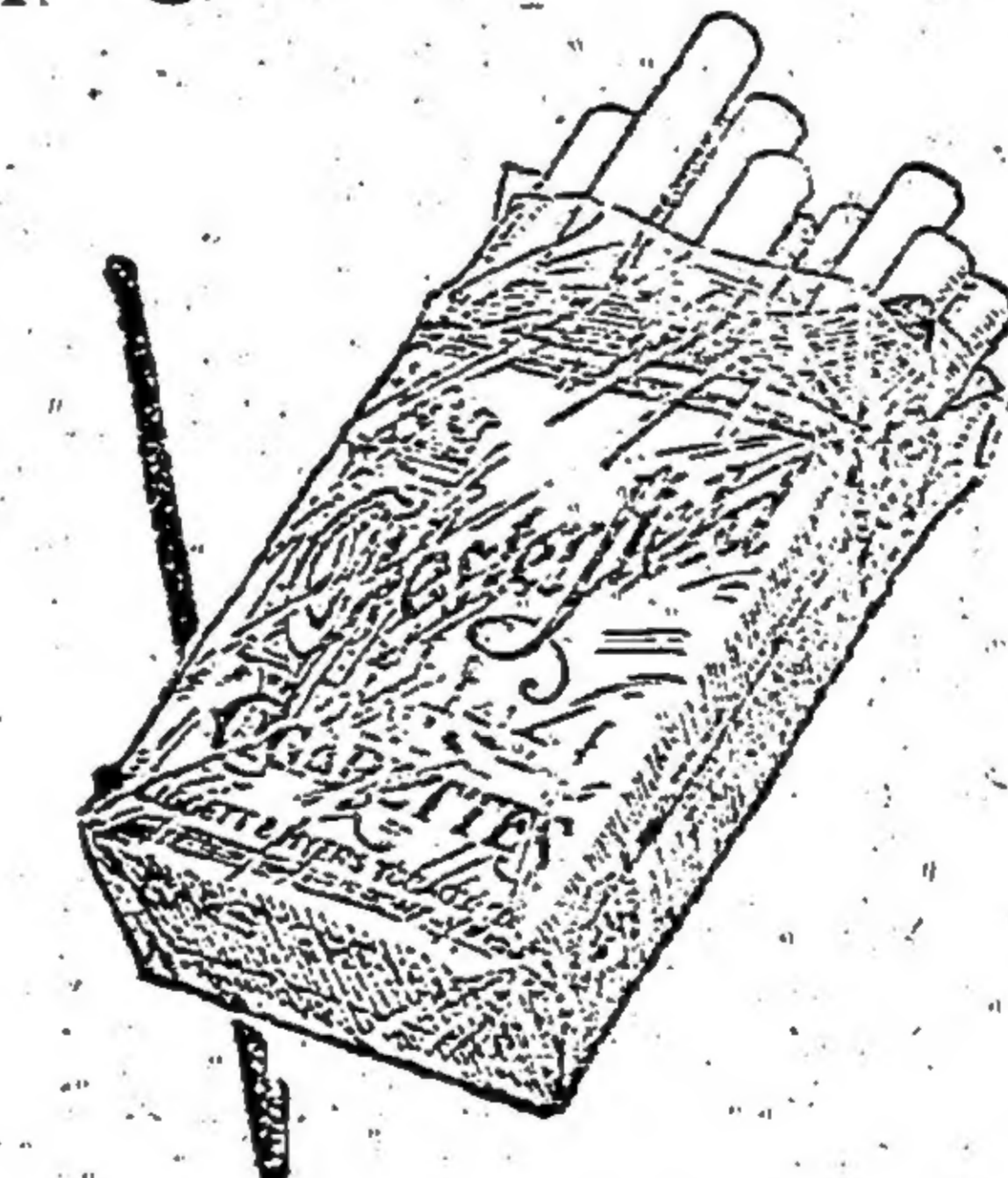
"According to our present view-  
point, the lead should pass through the  
stage in the process of disintegration

stored in any heavy element, such as  
iron or lead, we could probably get  
as much power from a small fragment  
of these as we can obtain from several  
tons of coal."

"It amounts to the alchemy of the  
old days, when they searched for the  
Philosopher's Stone with the idea of  
transmuting lead into gold."

"According to our present view-  
point, the lead should pass through the  
stage in the process of disintegration

This is the package  
with the moisture-proof  
wrapping



that keeps Chesterfield's original flavor  
and freshness intact. Your Chesterfields never  
become either soggy or dry. They always  
reach you in prime shape for smoking.

And, Chesterfields do something for your  
smoke-longing that you have always wished  
a cigarette would do—they let you know  
you are smoking—and they satisfy.

The blend does it, and the blend can't be  
copied.

Legitimately prepared.

# Chesterfield CIGARETTES

—of Turkish and American tobaccos—blended

They SATISFY!

20 for  
20 cts.

## THE FINEST LIQUEUR

Watson's

Very Fine  
OLD BROWN  
BRANDY

25 years in wood.

A. S. WATSON &amp; CO., LTD.,

Phone 616.

Wm. **Powell** Ltd.  
TELEPHONE 346

**NOW IN PROGRESS!**  
**A SPECIAL CLEARANCE SALE**  
OF  
**LADIES' and CHILDREN'S**  
**BOOTS and SHOES.**  
FOR  
**ONE WEEK ONLY.**  
HUGE  
REDUCTIONS,  
GENUINE  
BARGAINS.

We Specialise in

Social and Business Stationery,  
Loose Leaf Binders and Books,  
Novelties for the Home and Office,  
Dennison's Xmas Decorations.

INSPECTION SOLICITED

DER A. WING &amp; CO.

60, Des Vieux Road, CENTRAL.

## The China Mail.

TRADE, JUSTICE, PUBLIC SERVICE.

HONGKONG, FRIDAY, JAN. 7, 1921.

## REPRISALS.

The subject of reprisals has been discussed till it is threadbare, and yet, so unteachable are men, it finds a respectable phalanx arrayed on either side of it, with perhaps more for reprisals than against them. Passion explains this. Angry men are not amenable to reason, and as men are constantly being angered, reason (except in sporadic instances where rationalism is a sort of religion) gets badly left. In cold blood most reasonable men admit that all the reason is against reprisals, meaning vengeance in kind, and punishment on the eye for an eye principle. Religion is against it. Christianity, where it is sincere and clear sighted, is definitely against it. Civilization is against it. Acts not uncommonly described as reprisals are patently statistic and barbarous. Unfortunately, but quite naturally, the arguments adduced to establish this view are usually presented in times of popular passion, when men are too angry to listen. When the provocations are over the subject loses its interest, and its easily demonstrable truth is overlooked, ignored, not assimilated so as to figure in the conscience when such figuration might help men to be moral.

Just now it is the Irish. Recently it was the Germans. Before that it was the Boers. During the war, Gilbert Chesterton scored a neat point in this connection. He quoted the popular argument in favour of reprisals, that we "must fight them with their own weapons." That argument seems quite reasonable to the average man, accustomed to war when it is forced upon us, but

our "acts of war" should be English, not Prussian, civilized, not barbarous. It isn't as if we needed to learn warfare from our inferiors. We have been a fighting race so long, and so successfully, that we can afford to maintain our own standards. May we not fight, as gentlemen, instead of gouging and biting and kicking as cads do when they fight, on the pretence, the shabby excuse, of "giving them a bit of their own medicine," or "using their own weapons." That rather distinguished Englishman, Mr. Shakespeare, says something somewhere about the moral difference between having a giant's strength and of using it like a giant. But perhaps, as it so clearly was in the case of the Germans, "frightfulness" is really more indicative of weakness and of fear than it is of strength. Whatever it is, it is not a thing for Englishmen to advocate, to defend, to employ. In certain lines of imperial politics we may sometimes lay ourselves open to the reproach of being "little Englishers." In morals, in the climb toward civilization, we do want to be "big Englishers." We would rather be right, in the traditional English sense of rightness, than be successful. When we can be right, and yet succeed as well, how wrong to be Prussian.

## MAGIC IN THE MARKET.

SOVEREIGNS FROM EGGS.

GUINEA PIG AMONG THE ORANGES.

Chefalo paid a visit to Central Market this morning, and now the Chinese stall-keepers are slyly looking over their stock. Not to see if he walked off with anything—not a bit of it—but for other reasons. Because—well just because.

There is one stall-keeper in particular who just now is considerably upset. Strange things happened in his fruit stall this morning. Just consider! He was standing quietly behind his baskets and barrels of ripe fruit, doing nothing much, when up came a brisk individual, greeted him pleasantly, and looked about for some mandarins that would suit his taste. They were there. If there is one thing more than another this stall-keeper prides himself upon, it is the quality of his mandarins. Even so, the stranger seemed hard to please. He took up an especially attractive looking specimen. Outwardly it was good enough for anybody. But the stranger was skeptical.

He took out a knife, cut the mandarin in half—and there, imbedded in the centre, was a fifty-cent piece!

With a shrug, he took up another, cut it open, and found another fifty cents. He did the same thing to several more, each time with the same result. The thing was beyond the stall-keeper's understanding. It looked as if he had stumbled on to a new variety of mandarins. He began to look agitated.

He was so agitated that when Chefalo—for it happened that the stranger was the magician, who had chosen this way of spending a pleasant morning—asked him: "Whose money is this?" he replied: "Yours"—which, of course, was contrary to one of the most elementary rules of modern business. But it shows how disturbed he really was.

Chefalo asked the price of the mandarins, and obtaining a reply, passed over one of the fifty-cent pieces in payment. The stall-keeper took it. At least, he thought he took it. Just as he was closing his hand on it, it vanished, and Chefalo had to pursue it for him. Presently he captured it—on the coat of one of the crowd of spectators that had gathered—and handed it over.

The stall-keeper, shaking slightly, made the change.

"Thanks," said Chefalo. Attracted by something in his manner, the stall-keeper looked down at the coins he had laid in Chefalo's hand. Among them was a gold sovereign. And he could have sworn that he didn't even have one in his money box.

Leaving this stall, the keeper of which followed him with wide-open eyes, Chefalo strolled over to another, contemplated a barrel of oranges speculatively a moment; then bowed down among the fruit to a depth of about a foot, and hauled up a squirming guinea pig.

"Better take care," he said to the surprised stall-keeper. "There seem to be funny things mixed up with your fruit."

By this time the crowd was so large that the wide central corridor in the market was jammed. Chefalo couldn't come back the same way, so he went on. A tray of fresh eggs attracted his eye. He took one, broke it out on the edge of a plate, and out of it dropped a sovereign. He broke a second one, and again there was the musical clink as a sovereign dropped on the plate. The Chinese stall-keeper watched him in silent wonder.

"How much for the two eggs?" inquired Chefalo, amiably.

"Fifteen cents," murmured the stall-keeper, faintly.

Chefalo laid the money in his hand. There was no doubt of it. It was equally certain that it wasn't there. The stall-keeper held out his hand again. Chefalo—

turned back the fingers and obligingly found the coin seemingly clinging to a finger-nail.

## SPECIAL CABLE.

COMING TO HONGKONG.

STRAITS ELECTRICAL ENGINEER.

IMPORTANT POSITION HERE.

[China Mail Special.]

SINGAPORE, Jan. 6.  
Mr. F. R. Marsh, chief electrical engineer of the Singapore Harbour Board, has left for Hongkong to take over an important position.

## LOCAL AND GENERAL.

One case of diphtheria, Chinese, was reported yesterday.

The Lord Bishop will preach at St. Andrew's Church, Kowloon, at 6 p.m. on Sunday next, January 9.

A branch of the China Merchants Bank, Ltd., is being opened for business at Canton on Monday next.

Charged before Magistrate Orme with the unlawful possession of 10 tads of prepared non-Government opium, a Chinese was this morning fined \$1,000. The drug was confiscated.

A Chinese suspected of insanity who attempted to commit suicide by jumping from the verandah of No. 74, Portland Street, Yau-mat, is at present lying in the Government Civil Hospital in a critical condition.

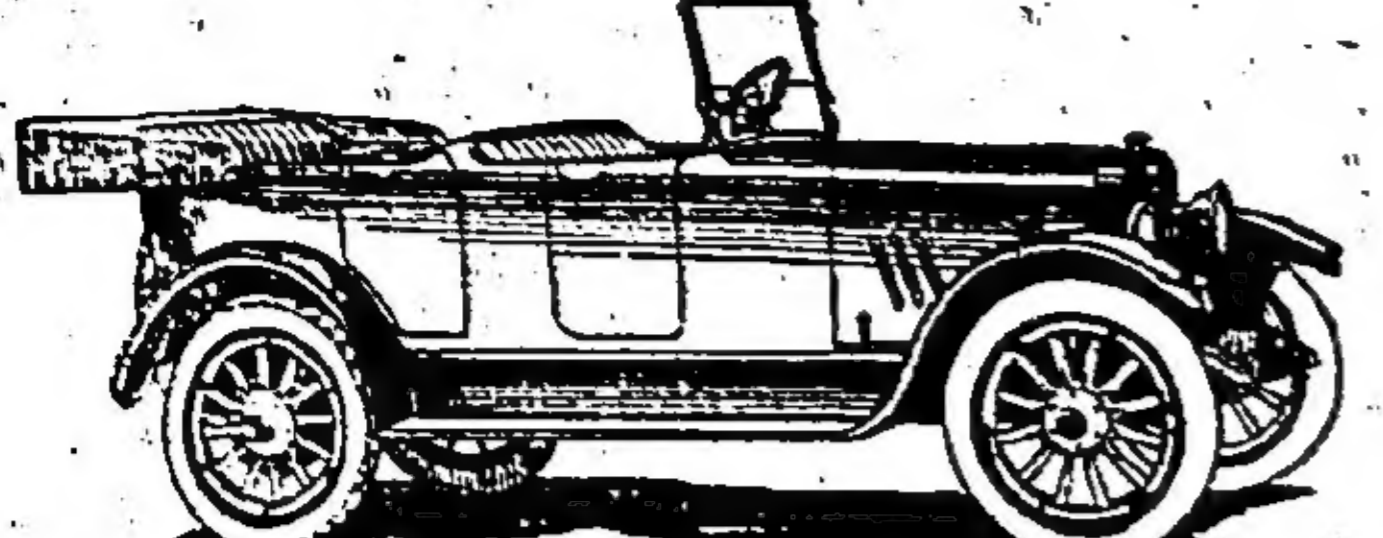
While working on a vegetable field near Kowloon City yesterday, a Chinese farmer suddenly collapsed and expired before assistance could be rendered by his folk. The cause of death is thought to be heart failure.

Knocked down in Wuhu Street yesterday afternoon by a motor cycle, the number of which he did not obtain, a Chinese was removed to hospital suffering from injuries to his left leg. A woman who was said to have been knocked down by a Sanitary cart in Hollywood Road, though not seriously hurt, was also removed to hospital.

An unknown passenger either fell or jumped overboard and drowned while the launch "Chingpo" was coming out of the breakwater at Yau-mat yesterday, according to a report made to the police by the coxswain. The launch was stopped immediately the splash was heard but all attempts to recover the body met with no success.

A successful Whist Drive was held at the Catholic Men's Club last evening. There were 144 players present. The following were the prize winners—Ladies: 1. Mrs. Reynolds, 167; 2. Mrs. Prickett, 163; 3. Mrs. Bigg, 162; 4. Mrs. Prickett, 163; 5. Mrs. Bigg, 162; 6. Mrs. Prickett, 163; 7. Mrs. Bigg, 162; 8. Mrs. Prickett, 163; 9. Mrs. Bigg, 162; 10. Mrs. Prickett, 163; 11. Mrs. Bigg, 162; 12. Mrs. Prickett, 163; 13. Mrs. Bigg, 162; 14. Mrs. Prickett, 163; 15. Mrs. Bigg, 162; 16. Mrs. Prickett, 163; 17. Mrs. Bigg, 162; 18. Mrs. Prickett, 163; 19. Mrs. Bigg, 162; 20. Mrs. Prickett, 163; 21. Mrs. Bigg, 162; 22. Mrs. Prickett, 163; 23. Mrs. Bigg, 162; 24. Mrs. Prickett, 163; 25. Mrs. Bigg, 162; 26. Mrs. Prickett, 163; 27. Mrs. Bigg, 162; 28. Mrs. Prickett, 163; 29. Mrs. Bigg, 162; 30. Mrs. Prickett, 163; 31. Mrs. Bigg, 162; 32. Mrs. Prickett, 163; 33. Mrs. Bigg, 162; 34. Mrs. Prickett, 163; 35. Mrs. Bigg, 162; 36. Mrs. Prickett, 163; 37. Mrs. Bigg, 162; 38. Mrs. Prickett, 163; 39. 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**MERCURY MOTOR CAR CO.**  
59-61 Des Voeux Road Central, HONGKONG.



General Office: 1241  
Main Branch: 477  
New Road: 263  
Wharf Road: 1248  
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Wharf Road: 1248

## TO-DAY'S CABLES.

(Ruter's Service to the China Mail)

### IMPERIAL CABINET.

#### BIG NAVIES TO BE DISCUSSED AT FORTHCOMING MEETING.

#### CONSTITUTIONAL CONFERENCE.

LONDON, January 6.

It is understood that the Imperial Cabinet meets in the second half of June. Invitations to the premiers allow the inclusion of subordinate ministers. The Government has sent out invitations in response to repeated solicitations from Mr. Hughes. Mr. Lloyd George, who is equally keen, impressed upon the Premier that if they did not assemble soon Britain would be compelled to settle various important foreign affairs single-handed and this would be prejudicial both to the Dominions' and Britain's interests. The agenda is now being prepared and will be sent out to the Dominions at the end of January leaving ample time for their additional suggestions. The big navies question is certainly the most outstanding feature. The Government anticipates that the premiers will desire a concurrent defence council and to bring naval and military advisers.

The premiers will be invited to fix the composition, the date and the meeting place of a constitutional conference. It is believed that the Governments are now in favour of London in 1922 owing to magnitude of the problems to be discussed. Imperial ministers consider that the representation should be larger than the old time conferences, and include members of the opposition. Other subjects comprise Empire emigration on which Mr. Lloyd George is likely to submit comprehensive proposals, also inter-Empire communications and various problems arising from the peace settlement. It is felt that the Japan and American and the Chinese and Japanese, situations are bound to be discussed. Canada's proposal for a direct ambassador to Washington will likewise crop up.

#### THAT NAVAL HOLIDAY.

#### AMERICAN SENATOR'S NEW PROPOSAL.

WASHINGTON, January 6.

At a meeting of the Senate foreign affairs relation committee, Senator Walsh, who urged the despatch of an American representative to sit on the Disarmament Commission of the League of Nations, opposed Senator Borah's resolution requesting the President to negotiate with Great Britain and Japan for an agreement with the United States to reduce armaments. He said that the American Navy would be as formidable as the British in 1924 if their respective programmes were continued on the present basis but Senator Borah's resolution, which simply calls for a fifty per cent. cut in the British, United States, and Japanese building programmes would tend indefinitely to postpone the time when Great Britain will no longer be mistress of the seas.

#### ENORMOUS SAVING OF PETROL POSSIBLE.

LONDON, January 6.

In motor car trials at Brooklands held, with a view to saving petrol, six cars submitted to the standardised test with the carburettor jet reduced resulted in an average increase of mileage for fuel burned of 22 per cent. while the loss on the maximum speed was only two miles an hour. It is computed that the adoption of the scheme will lead to the economisation of 40,000,000 gallons annually.

#### BRITISH HONOURS FOR HOLLANDERS.

AMSTERDAM, January 6.

At the British Legation at The Hague fifty decorations were bestowed on Hollanders, including the K.C.M.G., on Mr. Jonkheer van Vredenburg, resident minister in charge of the British section of the Netherlands Legation in Berlin, K. C. S. and the O. B. E. on Dr. van Aalst, formerly of the Netherlands Overseas Trust Company, and Mr. Deterding, head of the Royal Dutch Shell Group, Chevalier van Rappard, resident minister in charge of the Netherlands Ministry at Constantinople, and Dr. van Wellen-hoven, late of Overseas Trust Company, and the C.B.E. on Dr. Zimmermann, who was burgomaster at Rotterdam.

#### AUSTRIAN RAILWAY STRIKE.

#### FURIOUS PASSENGERS ATTACK STRIKERS.

VIENNA, January 6.

A lightning strike of employees on the southern railway involving the stopping of trains en route, led to furious passengers attacking the engine drivers and guards with revolvers and sticks and forcing them to proceed to their destination. A free fight between the passengers and strikers on arrival at the station at Gratz was stopped by gendarmes.

#### DUTCH QUEEN MOTHER UNDERGOES OPERATION.

THE HAGUE, January 6.

It is officially stated that the Queen Mother Emma was operated on for hernia. There were no complications. The patient bore the operation very well. Her condition is satisfactory.

#### JAPANESE IN AMERICA.

WASHINGTON, January 7.

Mr. Shidehara and Mr. Morris have resumed negotiations as regards the immigration question. It is understood that the present form of the project being discussed does not deal with the civil rights of the Japanese in America but seeks to prevent discrimination against them in the enjoyment of their property rights.

## PORTUGUESE LINE.

### STEAMER BOUND FOR HONGKONG.

#### FORMER GERMAN SHIPS.

Word has been received by Mr. John M. de Rocha, agent of the Transportes Maritimos de Estado, of Lisbon, that the company's steamer "Quelma" sailed yesterday for Hongkong and Yokohama by way of Marseilles, Genoa, Port Said, Suez, Bombay, Colombo, and Singapore.

The company has a good-sized fleet of steamers now in service, all of them former German vessels. The names of the vessels, together with the names they carried when under German operation, and their gross tonnage, are as follows: "Congo" ("Antares"), 2,512; "Congo" ("Infante"), ex "Clara Menzel", 3,077; "Gaza" ("Hoi"), 4,705; "Gel Eanes" ("Lahnock"), 1,775; "Goa" ("Lichtenfels"), 1,505; "Grenja" ("Pecador"), 765; "India" ("Vorwarts"), 5,990; "Lima" ("Schenbenyi"), 1,776; "Lima" ("Westerveld"), 3,801; "Lorenco Marques" ("Admiral"), 6,355; "Mala" ("Beta"), 2,179; "Mingho" ("Magador"), 1,271; "Mormugus" ("Kommodore"), 5,235; "Porto Alexandre" ("Ingber"), ex "Thora Menzel", 2,699; "Pungo" ("Linda Wocmann"), ex "Guttrich", 1,377; "Quelma" ("Kronprinz"), 5,889; "S. Jorge" ("Sardima"), 3,601; "Sado" ("Pluto"), 1,408; "Viana" ("Maland"), 1,749.

### APPEASING THE GODS.

#### EXTRAORDINARY STORY.

#### MOTHER-IN-LAW'S CRUELTY.

Bombay, Dec. 7.—An extraordinary story was told today at the Bombay Criminal Sessions in connection with a charge of assault brought against an Indian woman on her sixteen-year-old daughter-in-law. The evidence showed that after her marriage the woman treated the girl with systematic cruelty, starving her and branding her with red hot irons on the face, tongue, and various parts of the body.

For the defence it was urged that the reason for torture was that the mother-in-law thought that the girl had brought her bad luck in the loss of several cattle, and she thought the gods were angry and wanted to appease them. This statement was regarded as a mitigating circumstance by the Judge, who said that he would otherwise have imposed a heavier sentence than the eighteen months' imprisonment and a fine of Rs. 500. The woman was bound over to keep the peace in a bond of Rs. 1,000 at the conclusion of her term of sentence.

### GEYSER IN STREET.

#### CITY HALL ENTERTAINMENT.

#### DANCERS VIEW SPECTACLE.

A feature that was not on the announced programme of St. George's Ball at the City Hall last night occurred when a motor-car hit a standpipe in front of the building. Immediately there was a geyser, which shot a stream of water above the roof of the building. The accident happened about ten o'clock, and the geyser played for three quarters of an hour, until it could be shut off. As is usual when the Hall is engaged for a function, hoses are connected and firemen stand by in case of eventualities. In this case the motor-car carried off the hydrant fittings and it was impossible to turn off the water at the stand-pipe. The dancers were furnished a good view of the spectacle from the windows.

The general strike of the engineering staff and gangers of the Canton-Hankow railway is still unsettled. The managing director, according to the *Canton Times*, dismissed the chief engineer whom he held to be an agitator and sent another engineer with a railway guard to settle the strike. Three trackmen, it is alleged, were wounded by shots fired by the guard under orders of the new engineer, with the result that feeling became still more bitter. The board of directors, however, interested itself in the matter and insisted on the reinstatement of the former chief engineer.

It is expected that Commander C. W. Beckwith, Harbour Master, who sails on the "Empress of Russia" on January 10, will inspect the fog signals at Vancouver with a view to installing an up-to-date diaphone system here, in place of the antiquated explosive method employed. The Government is contemplating the introduction of a system for giving directional signals by wireless, according to rumours. Further recommendations for improvement are said to be contained in the report to be made by Sir Maurice Fitzmaurice on the future development of the harbour.

## MISSING SHIP'S REGISTER.

### SAILING DELAYED.

#### WHAT HAPPENED TO THE PURSER.

A series of misfortunes overtook the purser of a ship in port who came ashore yesterday to get the vessel's register from the agents. Meeting some congenial spirits before returning, he had a few drinks. He then entered a ricksha with the intention of engaging a sampan to return to his ship, but unfortunately went to sleep in the vehicle. Unable to awaken his fare, the coolie finally took him to the No. 7 Police Station, West Point. Here the slumbering purser was taken in charge and placed in a cell. In the meantime, the ship's scheduled sailing time having arrived without the return of the purser with the register, members of the ship's company came ashore to search for him. After delaying the sailing of the vessel for two hours, the Captain left for Singapore, without the purser, relying on him to send the register on so that the ship might not be held up at Singapore, beyond which it could not proceed without the register. Coming to in the middle of the night, the purser realised the position and begged permission to rejoin his ship. Inspector Willis therefore released him on bail of \$5, warning him to attend the Magistracy this morning, which the purser promised to do. This morning, however, when his case was called before Magistrate Orme, he failed to appear, having left at his own expense to rejoin his ship at Singapore. In view of this explanation, the Magistrate ordered the defendant's bail to be estreated.

### SCAFFOLD WORKERS.

#### STRIKE FOR MORE PAY.

#### BUILDING DELAYED.

The progress of certain building undertakings in the Colony has been delayed for several days as the result of a strike of bamboo scaffold workers.

The men delivered an ultimatum to their employers, demanding an increase of 40 per cent in their pay, and asking for an answer within a week. The contractors considered the demand unreasonable under the circumstances. Thereupon the men struck. The general rate of pay is 45 cents a day, and the men claim this is not sufficient, in view of the high cost of living.

### KINEMA NOTES.

#### HONGKONG THEATRE.

#### A CHARMING PICTURE.

The Hongkong Theatre, in showing Vivian Martin in "A Petticoat Pilot," can claim credit for presenting one of the most charming pictures that has been seen in Hongkong in many a day. The scene is laid in the quaint Cape Cod country, and the story winds about an orphan girl adopted by two retired sea-captains. Miss Martin is one of the daintiest of motion picture stars. Her appearance in a picture is a guarantee that it is good, and this one is no exception to the rule. The story is full of interest, replete with incident, and consistent throughout, lacking all the extravagances that mar so many pictures. On the bill also is an exceptionally lively Billy West comedy, "The Rogue."

A contract between the Portuguese Government and the Macao Aerial Transport Company, Ltd., involving subsidies, mail service, and the establishment of an aviation school, is nearly ready to be announced, it is understood. The draft of the contract was practically ready to be presented to the shareholders a week ago, but a cablegram came from Lisbon asking for further particulars. This is responsible for delay. The Company has been prepared to begin operations for months.

### TO-DAY'S ADVERTISEMENT.

#### E. S. "LIEN SHING."

#### NOTICE.

THE HULL CO-INSURANCE ASSOCIATION to whom are underwriters of the Hull of the above Steamship the wreck (now lying in about 20 fathoms near Cape Varella) has been abandoned HEREBY GIVES NOTICE that such wreck will be offered For Sale by AUCTION at 12 o'clock (noon) on the 28th day of January, 1921, by Messrs. LAMBERT BROS. at their Sales Rooms in Hongkong. Such cargo, as may remain in the wreck will be sold at the same time, the proceeds of Hull and Cargo being kept separate. Any person or corporation having any claims in respect of the proceeds of the cargo are required to send notice thereof to the underwriters "before" the 4th day of February, 1921. Hongkong, January 7, 1921.

## TO-DAY'S

### ADVERTISEMENTS.

#### HONGKONG VOLUNTEER DEFENCE CORPS.

ORDERS BY LIEUT-COLONEL L. G. BIRD, D.S.O.

ADMINISTRATIVE COMMANDANT.

Friday, 7th January, 1921.

#### 1. Parade.

Parades for Week Ending 15th January will be held in accordance with Programme of Work.

#### 2. Musketry.

PART I will be fired on Sunday, 16th January, at King's Park Range, at 10.00 a.m. Any member of the Corps who have not yet fired Part I, must attend on this date.

PART II will commence on Saturday, 22nd January, 1921.

#### Orders for Mounted Infantry Section.

Parade at Polo Ground, Causeway Bay on Wednesday, 12th instant, at 5.00 p.m.

#### Dress: Optional.

#### Orders for Cadet Company by Lieut. A. J. M. Weyman.

#### 3. Parade.

The Company will parade at Headquarters on Tuesday, 11th instant at 5.30 p.m.

#### Dress: Drill Order.

G. F. E. RAPSON, Lt.-Major, Adjutant, H. K. V. D. Corps.

### NOTICE.

The Corps Rifle Team are firing in the League Competition versus R. N. Dockyard Recreation Club, on Saturday, 16th January, 1921.

### PUBLIC AUCTIONS.

THE Undernamed have received instructions to sell by Public Auction, on

WEDNESDAY, January 12, 1921, commencing at 11 a.m. at Scott & Co's Godown, Kennedy Town,

4 cases Airship Models,  
8 cases Antimony Ore,  
2 bags Coffee,  
1 case Oil Sample,  
1 case Porcelain Ware,  
1 case Rolled Out,  
2 bales Old Newspaper,  
1 crate Printing Machine.

Terms:—Cash on delivery.

LAMBERT BROS., Auctioneers.

Hongkong, January 7, 1921.

### FRIDAY, January 14, 1921.

commencing at 12 o'clock (noon), at their Sales Rooms, Duddell Street.

One 4 Cylinder Motor Truck. (Carrying capacity about one ton, in good running order.)

On view on day of sale.

LAMBERT BROS., Auctioneers.

Hongkong, January 7, 1921.

### PRINCIPAL FAR EAST SERVICE.

#### NOTICE TO CONSIGNEES.

From NEW YORK.

#### THE Steamship

#### "SLAVIC PRINCE."

Having arrived from the above Port Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged goods are to be left in the godowns, where they will be examined on Thursday, 13th instant at 10 a.m.

All claims must be presented within FIFTEEN DAYS of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

Consignees of cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading can be counter-signed.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

FURNESS (FAR EAST) LTD.

St. George's Building, Telephone No. 3166. Hongkong, January 7, 1921.

### CROUP.

EVERY young child is susceptible to Croup. Don't wait until this dreadful disease attacks your little one before you prepare for it. It comes in the night when chemist's shops are usually closed, and this alone should be a warning. Get and keep Chamberlain's Cough Remedy at hand. It never fails, acts quickly and is absolutely harmless. For sale by all Chemists and Storekeepers.

## NOTICES.

## LANE, CRAWFORD'S CHOICE WINES.

CLARETS. J. Lebeque & Co., Margaux.	
Medoc	Qrt bots \$2.00 Pint bots \$1.50
St. Emilion	" " 250 " 1.50
Chateau Grand-Larose	" " qrt bots 3.00
BURGUNDIES. J. Lebeque & Co., Margaux.	
Beaujolais	per pint bot \$1.50
Gevery Chabertin	" " 1.75
WHITE WINES. J. Lebeque & Co., Margaux.	
Freignac, Ponsasac	per qrt bot \$2.50
Chateau Montbrun	" " pint 1.30
Chablis	" " qrt 3.00
PORTS.	
Medium Tawny, FONSECAS	per bot \$3.00
Royal Reserve	" " 3.50
Navy Special Saccos & Speed	" " 3.00
SHERRIES. FONSECAS.	
Fine Oloroso	per bot \$3.00
Amontillado	" " 3.50

SPECIAL OFFER OF CHAMPAGNE  
DUC de MONTEBELLO. VINTAGE 1918.  
\$80 - per case of 12 qts.

## LANE, CRAWFORD & Co.

## "BABY" GRAND PIANOS

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FROM

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&

"CHICKERING" BOSTON.

The finest in the World.

THE ANDERSON MUSIC CO., LTD.

16, DES VOEUX ROAD. TEL. 1232.

## FINE SELECTION OF GOODS

SUITS FOR

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Including

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Etc. Etc. At Moderate Prices.

COLONIAL DISPENSARY, 14 Queen's Road Central, Hongkong.

Tel. No. 1877.

## THE "BON TON" LTD.

37, Queen's Road Central.

### JUST ARRIVED.

An odd assortment of Ladies' Hats of the latest French styles and make, no duplicates of any style. Also Evening Dress, excellent Overcoatings and Costume Materials and Trimmings, etc.

The universal popular BONTON Corsets.

## TAN SAN

received the highest award

## A GOLD MEDAL

from a committee of critical judges at the

## Anglo-Japanese Exhibition

which testifies to its excellence and purity.

Beware of bogus imitations. No TAN SAN is genuine unless the label bears the name of

J. OLDFORD-WILKINSON.

Unrivalled as a drink. Mixes well with Wines, Spirits or Milk.

TAN SAN raises the spirits and excites sanguine anticipation, even as a flagon of wine exhilarates the monks of old.

For the good old friar of orders grey Would have waived the flagon of wine away And consoled himself as any man can With bubbling, sparkling, cool Tan San.

TAN SAN can be obtained at all first class Hotels, Bars and Clubs in the Far East.

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Tel. No. 125. 8, QUEEN'S ROAD, CENTRAL.

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JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMSHIP CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

## HONGKONG-CANTON LINE.

Sailings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.  
From Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMSHIP CO., LTD.

## HONGKONG-MACAO LINE.

Sailings—To Macao—daily at 8 a.m. and 8 p.m. (Sundays at 8 a.m.)  
From Macao—daily at 8.30 a.m. and 8 p.m. (Sundays at 8 p.m. only)

Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.

## DODWELL &amp; COMPANY, LTD.

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Via Suez or Panama Canal at Owner's Option.  
S.S. "BOLTON CASTLE" Sailing on or about January 23rd.

## LLOYD TRIESTINO

## FOR SHANGHAI.

S.S. "PILSNA" Sailing at 10 a.m. January 12th.  
S.S. "HUNGARIA" Sailing on or about January 20th.

## FOR VENICE.

TAKING CARGO ON THROUGH BILLS OF LADING  
FOR LEVANT, BLACK SEA & DANUBE PORTS.  
Via SINGAPORE, PENANG, and COLOMBO.

S.S. "NIPPON" Sailing on or about January 16th.  
S.S. "PILSNA" Sailing on or about February 8th.  
S.S. "HUNGARIA" Sailing on or about March 3rd.

Passengers' Luggage can be insured at the office of the Agents.

## NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S. S. CO.)

## Regular Services between

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S.S. "SAMARANG MARU" Sailing on or about February 7th.

## FOR JAVA.

S.S. "RIJUN MARU" Sailing on or about January 22nd.  
S.S. "MACASSAR MARU" Sailing on or about February 11th.

## OCEAN TRANSPORT Co., Ltd.

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Steamship Services Trans-Pacific.  
Also to Australia, Europe, etc.

## NATAL LINE OF STEAMERS

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viz. Steel Ship Plates, Angles and Bars.  
Also Shipchandlery Articles.

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OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

HAVER MARU—Thursday, 7th January.

HIMALAYA MARU—Thursday, 10th January.

BUENOS AIRES—Rio de Janeiro, Santos, Durban and Cape Town via Singapore.

PANAMA MARU (Taking Passengers)—Sunday 9th January.

BOMBAY & COLOMBO—Regular fortnightly service via Suez.

BOHEA MARU—Friday, 7th January.

KASADO MARU (Taking Passengers)—Thursday, 20th January.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly service.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Manila and Shanghai—Regular fortnightly service touching at immediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

ARIZONA MARU (Call Dairen Taking Passengers)—Friday, 14th Jan.

NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.

AMUR MARU—Thursday, 27th January, 1921.

NEW ORLEANS LINE.

HAMBURG MARU—Monday, 7th February.

JAPAN PORTS—Shanghai, Moji, Kobe and Yokohama.

K-ELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

KAWO MARU—Sunday, 9th January.

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For sailing dates and further particulars please apply to—

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112, Connaught Road Central.

Telephone No. 2207.

Agents.

THE CHINA & AUSTRALIA S. S. CO., LTD.

For AUSTRALIAN PORTS via MANILA & SANDAKAN.

"HWAH PING" Sailing Jan. 17th.

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C. N. C.  
CHINA NAVIGATION CO., LTD.

## SAILING SUBJECT TO ALTERATION.

FOR	STRAITS	TO SAIL
SOUTHERN	TAIKOWASTI	Jan. 7, at 4 p.m.
HAIPHONG	HONGKONG	Jan. 8, at 11 a.m.
SWATOW, SHANGHAI AND TSINGTAO	NANCHOW	Jan. 8, at Noon.
SWATOW & BANGKOK	BANGKOK	Jan. 11, at 8 a.m.
AMOY, SHANGHAI & PU-KOW	SEIKING	Jan. 11, at Noon.
SHANGHAI & TSINGTAO	CHENKING	Jan. 12, at 4 p.m.
SHANGHAI & TSINGTAO	CHENKING	Jan. 12, at 4 p.m.

SHANGHAI LINE—PASSENGERS, MAIL and CARGO. Kromant Saloon accommodation, Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

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"EDMORE" About Jan. 24th

For SEATTLE, TACOMA, WASHINGTON

(Calling at Shanghai, Dairen and Japan Ports)

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"EDRIDGE" About Feb. 12th

"WHEATLAND MONTANA" About Mar. 12th

"CITY OF FOKANE" About Mar. 21st

For PORTLAND direct

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"MONTAGUE" About Jan. 11th

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From Hongkong to Vancouver

Monteagle Jan. 7 Jan. 31

Empress of Asia Jan. 13 Jan. 31

Empress of Japan Jan. 26 Feb. 18

Empress of Russia Feb. 10 Feb. 23

Empress of Japan Mar. 23 Apr. 12

Empress of Asia Mar. 31 Apr. 18

Monteagle Apr. 7 May 1

Empress of Russia Apr. 28 May 18

Empress of Japan May 17 June 7

Empress of Asia May 26 June 13

Monteagle June 14 July 3

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to departure from the Orient. Traffic conditions on the Atlantic are so congested as to make it impossible to arrange for passage by cable or letter for all passengers to Europe, whether or not crossing the Pacific via C.P.O.S. steamers. Freight charges Montreal to Liverpool, London and Glasgow. Passage orders must now, will cover all such reservations.

For Freight and Passage apply to—

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Call Address: CANTON PACIFIC

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S.S. "NANKING" 15,000 Tons S.S. "NILE" 11,000 Tons S.S. "CHINA" 10,800 Tons

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HONGKONG for MANILA

S.S. "NANKING" March 19th

## SAILING FROM

HONGKONG for SINGAPORE

S.S. "CHINA" Feb. 7th S.S. "NILE" April 3rd

## AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

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No. 1934. No. 2161.

## DOUGLAS STEAMSHIP CO., LTD

## HONGKONG &amp; SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in Saloons and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW

(Calling at Amoy for Passengers only)

AND RETURN.

(Occupying 9 to 10 Days)

LEAVES HONGKONG

HAIPHONG—Capt. W. O. Passmore—SUNDAY, 9th Jan., at Noon.

HAIPHONG—Capt. J. S. Thomson—THURSDAY, 12th Jan., at Noon.

SWATOW.

Arrivals and Departures from the Company's Wharf (near Blaine Pier).

For FREIGHT and PASSAGE apply to—

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General Managers.

## AMERICAN &amp; ORIENTAL LINE.

Subject to change without notice.

## ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,

DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and

CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.

MANAGERS AGENTS

## "ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE

REQUESTED TO APPROACH THE UNDERSIGNED:

SHIPPERS

FOR

LONDON, ROTTERDAM &

ESBJERG (DENMARK) "CITY OF FLORENCE" On 7th Feb.

Subject to change without notice.

THE BANK LINE, LTD.

Or to KERS & Co., Canton.

General Agents.

## A. KWAI &amp; CO.

13 & 15 Connaught Road Central, HONGKONG.

"NAVY CONTRACTORS"

Ship-Owners, Coal Merchants, Ball-Makers, General Storekeepers.

AND

Soap and Soda Manufacturers.

Cable and "Kwai"

Storekeepers.

CURE THAT COUGH.

WH

## SHIPPING

# P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CHINA, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALIA, INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, EGYPT, SOYOT, EUROPE, &c.

## PENINSULAR &amp; ORIENTAL SAILINGS (South)

S. S.	Tons	From (about)	Destination
"BREMEN"	11,500	10th Jan.	MASSILLON & LONDON.
"DILWARA"	8,400	11th Jan.	Singapore, Colombo & Bombay.
"PLASSY"	7,348	23rd Jan.	Do.
"DELTA"	8,000	4th Feb.	Do.
"PUNERA"	8,400	7th Feb.	Singapore, Colombo & Bombay.
"TAEYRE" (Cargo)	8,300	14th Feb.	Do.
"ALFPORE" (Cargo)	8,300	27th Feb.	Do.

## BRITISH INDIA-APCAR SAILINGS (South)

"GREGORY, APCAR"	4,700	10th Jan. at 1 p.m.	Straits, Bangoon and Calcutta.
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## EASTERN &amp; AUSTRALIAN SAILINGS (South)

"EASTERN"	4,700	10th Jan.	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney, and Melbourne.
"KAROWNA"	7,000	11th Jan.	Do.
"ST. ALBANS"	4,500	8th Jan.	Do.

## SAILINGS TO SHANGHAI &amp; JAPAN

"BARCA"	8,000	9th Jan. at 10 a.m.	Shanghai, and Kobe.
"DELTA"	8,000	10th Jan. at Noon.	Shanghai, M. J. and Kobe.
"LAORE"	8,300	21st Jan.	Shanghai and Japan.

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.  
1st Saloon Passengers may travel by P.O. Company's steamers between Singapore and Calcutta, or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.  
All Cabins are fitted with Electric Fans free of charge.  
Passengers and Sailing dates are liable to be cancelled or altered without notice. Passengers measuring not more than 24 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

## NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within two days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, and other, etc., apply to

**MACKINNON, MACKENZIE & CO.,**  
Agents.

12, Des Voeux Road Central, HONGKONG.

## N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Shanghai & Japan ports.  
Cargo to Overland Points U. S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU (omit Manila)	Wednesday, 26th Jan., at 11 a.m.
TAIYU MARU	Saturday, 29th Jan., at 11 a.m.
SUWA MARU	Saturday, 29th Jan., at 11 a.m.
FUSHIMI MARU (omit Manila)	Wednesday, 3rd Mar., at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.

ATSUTA MARU	Friday, 7th Jan., at 11 a.m.
SHIZUOKA MARU	Monday, 24th Jan., at 11 a.m.

HAMBURG, LONDON & ROTTERDAM via Suez, THURUGA MARU

LIVERPOOL & MARSEILLES via Suez, Wednesday, 15th January.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU	Tuesday, 18th Jan., at 11 a.m.
AKI MARU	Tuesday, 18th Feb., at 11 a.m.

NEW YORK via Manila, Java, Straits, via Suez.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

HANGOO MARU	Tuesday, 11th January.
KAWACHI MARU	Wednesday, 20th January.

CALCUTTA & RANGOON via Singapore & Penang.

TAKAKA MARU	Saturday, 8th January.
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JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU	Thursday, 20th Jan., at 11 a.m.
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SHANGHAI, KOBE & YOKOHAMA.

YOKOHAMA MARU	Sunday, 9th Jan., at 11 a.m.
KANAGAWA MARU	Monday, 10th January.
TOKYO MARU	Monday, 10th January.
KUMANO MARU	Sunday, 16th January.

For further information apply to

**NIPPON YUSEN KAISHA**

S. YAMADA, Manager.

Telephone Nos. 222 & 223.

## SHIPPING.

## VEREENIGDE NEDERLANDSCHE

## SCHEEPVAART MAATSCHAPPIJ

(United Netherlands Navigation Company.)

## HOLLAND-OOST AZIE LIJN

(Holland East Asia Line.)

(Members of the Straits, China &amp; Japan Conference.)

Regular monthly service between  
JAPAN PORTS, SHANGHAI, HONGKONG & MANILA  
AND  
AMSTERDAM, ROTTERDAM, & HAMBURG BREMEN.

Steamer	Loading	For	Sailing
BORNEO	Jan.	Amsterdam & Hamburg	21 Jan.
AMERLAND	Feb.	Rotterdam & Hamburg	21 Feb.
ALDERAMIN	Mar.	Amsterdam & Hamburg	21 Mar.

For full particulars please apply to—

**JAVA CHINA JAPAN LYN,**

General Agents, York Building.

Telephone No. 1174

## JAVA-PACIFIC LINE

OF THE  
JAVA-CHINA-JAPAN LIJN

Steamer	From	Expected on or about	Will leave on or about	To
S.S. "DIKEMBANG"	San Francisco	15th Jan.	18th Jan.	JAVA.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers.

All steamers carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points to the United States of America and Canada.

For Particulars of Freight and Passage apply to the

**JAVA-CHINA-JAPAN LIJN,**

General Managers, York Building.

Telephone No. 1574.

## P. &amp; O. S. N. CO.

STEAMERS FOR  
STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for  
Batavia, Persian Gulf, Continental, American and South African Ports.

THE Steamship "DILWARA"  
Captain Babbs, carrying His Majesty's Mails, will be despatched from this Port on or about TUESDAY, 11th January, 1921, taking Passengers and Cargo for the above Ports.

Silk and Valuable and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 3 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars apply to—  
**MACKINNON, MACKENZIE & CO.,**  
Agents.

Hongkong, January 4, 1921.

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## ACROSS THE ATLANTIC.

AIRSHIP LINERS.  
MORE COMFORTABLE THAN TRAINS.

Although the Atlantic has been flown by aeroplane, and the large heavier-than-air machines of the future will doubtless be included in the Atlantic fleet of air liners, it is rather of the airship that one thinks when making a forecast of transatlantic air travel, says the *Journal of Commerce*. It is only in the airship that passengers are likely to obtain anything like real comfort in air travel, and it is admitted the luxurious surroundings of a modern high-class liner will be difficult, and from some points of view impossible, to repeat, in an airship. It has to be borne in mind, however, that the voyage will be much shorter in point of time, and that a fairer comparison from the passenger aspect would be with train travel. That the airship can already beat this for comfort will be readily acknowledged. Sir Trevor Dawson's paper before the Air Conference, put the position of the airship very clearly. It will be the regular mode of air transport for long distances, and it can with modest encouragement become a commercial proposition. The long distance aeroplane—flying at a much higher rate of speed than the airship, will, however, have its uses and command the patronage of those who are willing to pay the price demanded for speed. The next aeroplane Atlantic flights will probably be made in a German machine. The machine in question is the new tractor monoplane of the Zeppelin Company. There are some novel features incorporated in the design; the material employed is aluminium, and the machine has a span of from 90 to 100 feet and a chord of 10 to 12 ft. The wings are said to be hollow, and in the space thus rendered available, the engines are installed. There are four power units, of either the Mercedes or Maybach type, each of 200 h.p. If the preliminary trials of the machine give satisfactory results there is little doubt that the attempt to fly the Atlantic will be made. Germany has some leeway to make up in the aeronautical field, and an Atlantic flight with the new monoplane would give her aircraft industry the bold advertisement it needs.

Parcels will be received at this Office until 3 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars apply to—  
**MACKINNON, MACKENZIE & CO.,**  
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## NOTICES TO CONSIGNEES

TOYO KISEN KAISHA

NOTICE TO CONSIGNEES.

## THE Steamship

"TENYO MARU."

From SAN FRANCISCO, via HONOLULU, JAPAN PORTS & MANILA.

The above named Steamer, having arrived on Tuesday, the 4th January, 1921, consignees of cargo are hereby notified to present their Bills of Lading for counter-signature, and take immediate delivery from alongside steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignee's risk.

Storage will be assessed on cargo remaining undischarged after Tuesday, the 11th January, 1921.

All broken, chafed and damaged packages will be landed into the Company's Godown, where same will be examined on Wednesday, the 15th January, 1921, at 11 a.m.

No claims will be recognized after goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No Fire Insurance whatever will be effected.

Y. TSUTSUMI,  
Manager.

Hongkong, January 4, 1921.

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Agents.

SPECIAL "K" BOOTS  
SALE and SHOES

— From January 3rd to January 8th inclusive —

\$14.00

Per Pair.

OTHER MAKES FROM \$10.00 per pair.

MACKINTOSH

&amp; CO., LTD.

Men's Wear Specialists.

16, Des Vaux Road.

Telephone 28.

## MANGANESE IN CHINA.

## DEVELOPMENT OF INDUSTRY.

## CREDIT FOR HONGKONG RESIDENTS.

The distinction of being the pioneer in the shipment of manganese ore from China, and thus encouraging the development of an industry which promises to increase to large proportions, is given a resident of Hongkong, Mr. Benton C. Byrd, president of the South China Development Syndicate, Ltd., No. 3, Duddell Street, by the American magazine *Raw Material*, in the following article in its October number:

Up to the present year, China's exports of manganese ores were so slight that statisticians hardly deemed them worthy of inclusion in their annual reports. Probably, as was for many years the case in antimony, considerable quantities of Chinese origin entered the world's markets in the guise of a Japanese product. It remained for two enterprising Americans to join hands with Chinese mining interests in order to develop exports of manganese ores from the Chinese Republic to the United States to a point that bids fair to make China our third largest foreign source of supply for manganese ores. Cuba and Brazil leading China.

Although under the spur of the Nation's necessity, our production of manganese reached proportions constituting perhaps the most notable mining development of the war period, this achievement, as is now clearly recognized, was made possible solely through the market's utter contempt for costs. Quotations for high-grade manganese ore crossed the \$1 per unit level in 1917 and in the year following the War Industries Board approved prices ranging from \$1.20 to \$1.35, in order to continue stimulation of production. To-day the market rules one-half lower and, when the recession to 45c per unit, which followed in the wake of the armistice, and pre-war quotations of 30c per unit are recalled, present day levels, while, on the one hand expressive of the market's recovery and absorption of what amounted to more than a year's supply on hand at the beginning of 1919, are indicative on the other of a return to sane regard for the cost of manganese. We have found out by experience that, when the lid is removed from the prices, our domestic production can be raised with amazing speed. Whether from a nationally selfish point of view, it was politic to permit our war production of manganese to disintegrate, as it has done, and whether a high tariff might not bring about to some extent a revival of the domestic industry, are considerations beyond the scope of this brief article. That our costs of production are too high is certain. The proof of the pudding is in the eating thereof and our present rate of manganese ore output appears to be at the rate of around 10 per cent. of what it was in 1918.

Wherefore we are once more confronted with the naked fact that we are dependent for the major part of our supply upon foreign sources. The question then simmers down to the most advantageous source of supply. In the past, Brazil, Cuba, India, Japan and Russia have been our principal purveyors. Although Caucasian manganese ores continue to be quoted in our market and are intermittently obtainable in spite of the curse of Bolshevism which has blighted Russia's status as the world's greatest producers of manganese, the flow of this ore to the American market, even if Baku, the principal exporting market should at an early date be wrested from the control of the Reds, is problematical. There is no dependence upon shipments from Russia, no matter how many millions of pounds of manganese ore may lie hidden under ground.

The policy of the British Empire to conserve its natural resources for the benefit of British industries, a principle which the war has ripened into an almost sacred creed, must not be overlooked in estimating the extent to which the American steel makers can depend upon supplies of manganese ores from India. The requirements of the British steel industry have priority rights and it is obvious that England must prefer to "self" ferro-manganese to "American" steel makers than to ship us Indian manganese ore.

In Brazil, not unlike conditions in our own country, the manganese industry, to the extent of at least 50 per cent., has been "a war baby." Last year our imports from that country fell to one-half what they had been in 1917, and it is highly probable that, once 1920 records of Brazilian manganese production are available, it will be found that the war output of 500,000 tons a year has dwindled to 200,000 tons, about the pre-war rate of production. Latin American countries, like Costa Rica, Colombia and Ecuador, never very conspicuous as manganese shippers, appear to have relapsed into the *manana* habit when it comes to production and exports at normal prices. Cuba's contribution to our manganese requirements has also receded considerably since the war's end. At best it is slight, never having reached as much as 100,000 tons a year.

HONGKONG SHIPMENTS BREAK ALL RECORDS.

It is therefore all the more gratifying that two enterprising Americans have fostered the developments and shipping of Chinese manganese ores to a point where this business has become sufficiently impressive to warrant confidence in its continuing growth. There was recently organized, under the laws of Hongkong, the South China Development Syndicate Ltd., a Chinese-American corporation of which Benton Cole Byrd and Loring Pickering Rixford, both Americans are respectively president and vice-president. Mr. Byrd is general manager at Hongkong and Mr. Rixford United States manager, with offices at 41, Park Row, New York. The corporation begins operations with a capital of \$200,000. The Chinese members of the syndicate are Kwok E. Shun, vice-president and sales manager at Hongkong, Kwok Si Shuk, secretary-treasurer, Soo Lai-tong, chief accountant, and Philip L. Kim, mining engineer. The new corporation succeeded to the business of Henry Hope & Co. under which firm style the foundation for the development of China's manganese resources was laid. A shipment of 3,000 tons made last summer from Hongkong to the United States attracted attention throughout Oriental trade circles, the *Canton Times* devoting considerable space to this event. This cargo of manganese, as well as subsequent shipments, went to Baltimore, Md., E. E. Marshall being the consignee.

The mines, whence these manganese ores are derived, lie inland in the province of Kwangsi which borders on the province of Kwangtung, of which Canton is the capital. The ore is brought down the North and Canton rivers in small junks to steamships, to larger junks which convey it to Hongkong, to which free port passes virtually all of the South China trade. At Hongkong the ore is transferred to steamers. A photograph shows the U.S. Shipping Board's "Winyah," operated by the Barber Steamship Co., which arrived at Baltimore in the latter part of July with a 3,000-ton cargo of manganese ores. Other photographs show a more modern method of unloading manganese ore with automatic crane machinery. The contrast between the manner in which the coolies, carry ore and those in vogue in the United States for conveying ore from steamer to freight cars, is one that is most interesting and instructive.

The manganese ores produced and brought to the United States by the Chinese-American corporation referred to, are of different grades. One grade runs, according to Ledoux & Co.'s certificate, as high as 58.23 per cent Mn, and all of the ores brought here so far have been given unqualified satisfaction to the consumers. A shipment of this Chinese manganese ore which recently arrived in the United States or the "Greenland" ran considerably higher in Mn content and Mr. Rixford expressed confidence that future shipments would firmly establish the reputation of this ore as 60 per cent. Mn. This is of the greatest importance as in point of high-grade ores the United States is especially poor. Shipments aggregating 4,000 tons are due to arrive in the United States in October and November.

In addition to manganese ores, this syndicate which Mr. Rixford represents in the United States, ships from China antimony, molybdenite, wolfram, tin, bismuth, and a number of non-metallic raw materials.

## SPORT.

## RUGBY FOOTBALL.

## ARMY v. NAVY.

The following team will represent the Navy, to-morrow, in the Rugby Cup (kick-off at 4 p.m.) against the Army.

Lieut. Reid (Titania); Lieut. Hancock (Hollyhock), Corp. South (Cmlew), Lieut. Lindsell (Titania) and Lieut. Watkins (Cmlew); Lieut. Clarke (Titania) and Sub-Lieut. Freeman (Alacrity); Lieut. Gilbert (Titania), Captain, Lieut. Carrie (Titania), Lieut. Loughton (Hawkins), Midn. Morgan (Hawkins), Lieut. Thyme (Ambrose), Lieut. Ansdel (Ambrose), Sergt. Smith (Cmlew), Lieut. Riddell (Titania).

The Navy team will play in blue. Reference: Mr. G. G. N. Tison (H.K. Club).

## GOLF.

## ENGLAND v. THE REST.

This match will be played at Fanning on Sunday, the main course being reserved for this purpose from 9.32 a.m. to 11.04 a.m. Players starting before 10.48 are requested to go out by the 8 o'clock train. Singles will be played in the morning over the Main course and Foursomes (4 balls or 2 balls) in the afternoon over the Relief course. The following are the teams:

England.	The Rest.	Time.
Major Bagcall	T. W. H. Hill	9.32
R. M. Smith	A. S. Stewart	9.36
R. L. D. Wodehouse	B. B. C.	
P. G. Paravind	Morgan	9.40
M. Sheffield	T. S. Forrest	9.44
H. A. Camidge	Hon. J. Johnston	9.48
	Hon. J. Johnston	9.52
A. H. Crew	A. R. Ferguson	9.56
Capt. James	Capt. Leslie	
	Smith	10.00
C. E. H. Beavis	E. Davidson	10.4
R. Hancock	N. C. Wilson	10.8
J. Hooper	Hon. E. V. D.	
	Parr	10.12
F. Bevington	Dr. Forsyth	10.16
Major Edwards	J. D. Kin	10.20
M. M. Maas	F. S. Harrison	10.24
J. Rhodes	R. E. Macdonald	10.28
Comdr. Wodehouse	T. R. Chasels	10.32
J. W. Alabaster	K. S. Morris	10.36
B. Harper	N. S. Marshall	10.40
W. Franks	F. Maitland	10.44
H. Hancock	G. M. Young	10.48
N. L. Lee	E. L. Sim	10.52
G. C. Moxon	W. J. Morris	10.56
Dr. Harston	H. Scott	11.00
Hon. P. H. Hoyle	H. G. Baxter	11.04

## LEAGUE CRICKET.

## C.S.C.C. v. I.R.C.

In the above League match, to take place on the 8th inst., at 2.15 p.m., on the Civil Service ground, the following will represent the Indians: A. H. Rumjahn, A. di Arcucci, M. H. Abbas, S. H. Ismail, A. A. Rumjahn, D. Weersapelli, S. A. Ismail, K. Khan, S. D. Ismail, D. Rumjahn, and N. M. Bux.

## H.K.C.C. v. WILTS.

The following will represent Hongkong Cricket Club v. Wiltshire Regiment to-morrow (Saturday), at 2.15 p.m., on the Club ground—W. C. D. Turner (capt.), L. J. Davies, D. E. Donnelly, W. H. Drummond, P. H. Parthing, J. C. Fletcher, R. M. Madden, L. D. McNeill, T. E. Pearce, J. H. Pentecost and H. A. Sawyer.

## C.R.C. v. C.C.C.

In the above match, on the C.R.C. ground, to-morrow at 2 p.m., the following will represent the home team—Ng See Kwong (capt.), Un Hew Fan, Geo. Lee, Hung Man To, M. P. Shun, H. Ching, J. Wong, Chao Man Ping, Lai Kun, M. P. Lo and Yau-Man Hon.

The following will represent Craighower—L. Lamont (capt.), R. Bass, F. G. Thompson, F. Lawrence, P. Lambie, W. Bradbury, W. Grinnett, J. Bryant, Dr. Asger, S. Jex and C. Anderson. Reserve: P. Dixon.

## UNIVERSITY v. STAFFS.

The following will represent the University in this league match to-morrow at 2.15 p.m., sharp—D. K. Sany (Capt.), T. E. Yeoh, M. H. Roffey, J. H. R. Freeborn, J. T. P. H. K. Hunt, T. L. Cheah, K. E. Mogra, K. S. Cheah, C. H. Yeoh and D. Laing.

## HOCKEY.

## H.E. v. H.K.C.

The Hongkong Hockey Club suffered their first defeat of the season on Wednesday in a match played on the

U.S.R.C. ground at the hands of a team from the R.E.A. who won a strenuous game by 3 goals to 2.

## LEAGUE FOOTBALL.

## UNITED v. SOUTH CHINA.

The following will represent the United F.C. in the above league match to-morrow on St. Joseph's ground. Kick-off at 2.30 p.m. sharp—Wm. McLeod, A. E. Simmons and D. D. Urquhart (Capt.); J. Leonard, D. Laing and C. H. Blake; J. Kent, P. Brown, G. T. May, R. K. Valentine and A. M. Osher.

## LAWN TENNIS LAWS.

## WHAT THE PROPOSED REVISION MEANS.

The suggested alterations in the laws, to be submitted by the Rules Committee of the L.T.A. to the annual general meeting on December 13, writes A. E. Crawley in the *Observer*, call for a good deal of thinking, as to the reasons behind them and the results before them. It is well to get the thinking over before the meeting.

The vital point is whether the alteration, in whole or in part, can change the character of the game for better or for worse, for richer or poorer, in possibilities.

The first proposal is to increase the margin in the size of the ball, and its weight absolutely. Instead of a margin from 2.8-16 to 2.9-16 inch as at present, the diameter shall be between 2.8-16 and 2.10-16. Its weight shall be between 1.15-16 oz. and 2.1-16, instead of between 1.14-16 and 2 oz. I write "between" for convenience, instead of "less than" and "more than."

As to the weight, I have often advocated a slight increase, as tending to greater precision and severity. But I think an increase in size a mistake. A relatively large ball, as is the case with some lately put on the market, requires much more hitting. The racket is of ideal size for the present size of ball; enlarge the ball and you must enlarge the racket—result—pat ball or rather balloon flapping.

## FOOT FAULTS.

Of more general interest is the proposed new rule as to foot-faults. The existing rule, though clumsily worded, is explicit, and it is only the inefficiency of line-umpires that has brought it into evil odour. As the poet says—"whatever is best administered is best." But our present rule is badly administered. Hence the proposed amendment—the service shall be delivered either (a) with both feet remaining in contact with the ground behind and clear of the baseline; and (b) with one foot so remaining in contact, and the other foot being immediately brought into such contact before either foot is placed within the court.

The existing rule is abused by the server placing his swinging foot on or inside the line before he delivers the service, i.e., hits the ball. I have experimented with the proposed change, and find it a matter of just about two feet. Well, an expert volleyer who can use his feet will be equally deadly with a handicap of twenty-four inches in his race to the net. For the expert volleyer does not sprint "hell for leather" to the net; he feels his way, and is cautious of lobs; like Arag, he goes delicately.

Some intelligent people have long argued that if both feet are behind the line before the ball is hit the server should be allowed to do anything. Let him walk or run or hop or skip or jump—all these movements ruin the service, the principle of which is an up and down movement, as of a perpendicular piston.

It must not be forgotten that development of service has improved the game out of all recognition, from its original pat-ball form. Make the service (behind the baseline) as full of "frightfulness" as possible, and you will improve the game. Make the server play fair, but give him otherwise every scope for terror.

## DELIVERY.

A rather queer amendment (which should interest golfers) is that the server makes a fault if, in attempting to serve, he misses the ball altogether. Apropos, Mr. Burkill argues that the service begins as soon as the server begins to swing his racket. But this will not do; all you can define is the moment of the "delivery," which is the moment when the ball is hit. A suggestion that the server must keep his front foot on the ground until the service is delivered will not do either; why should a man be prevented from keeping his rear foot on the ground and his front foot in the air? It does not spell good service; but it would spell misery.

## CHAMBERLAIN'S TABLETS.

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## SOCIAL DISEASES.

## DISCUSSION AT MEETING.

## ADDRESS BY DR. HALLAM.

Under the auspices of the National Council for Combating Venereal Diseases, a meeting for men was held yesterday at the hall of the Hongkong Chamber of Commerce, to discuss the methods of dealing with the problem. It was well attended.

The Hon. Mr. P. H. Holyoak, the representative of the Chamber of Commerce on the Legislative Council, presided. He said that the Governor had suggested that the Chamber of Commerce would be the most suitable body to call the meeting.

Dr. Rupert Hallam, a member of the Commission at present visiting the Far East to study the problem, delivered an address. He urged that it was essentially a public health question. For generations the policy of ignoring it had been followed, with the result that the general public remained in a state of ignorance, which was responsible for much of the spread of disease. It was often said: "The victims of these diseases deserved all the punishment they get, and we see no reason why steps should be taken to help them." Dr. Hallam pointed to the number of children born with disease, the huge proportion of women infected innocently, and a proportion of men in the same position. "It was also said that these dreadful diseases only existed to any extent among the 'submerged tenth.' It was not generally realised how common they were amongst all classes of the community until the Royal Commission issued its report in 1916, based on evidence from England, the Continent, and America. The report started the British public, it showed that one-tenth of all the people in the big cities were affected with the more serious of these diseases, and one-fifth with the less serious. In some Continental cities the proportions were higher, and Germany confessed to figures twice as bad for some of her big cities. The Commission pointed out that workhouses and asylums for the insane were full of people suffering from the effects of these diseases. Fifty-five per cent. of the children in blind institutions were there because their parents were infected."

Dr. Hallam gave an account of the nature of the principal venereal diseases, urging especially the importance of immediate treatment. He said that only through a campaign for public enlightenment could this early treatment be secured. It was the duty of every community to see that the means of treatment were available. This was a bi-sexual problem, and women should know as much about it as men. Women were not afraid to talk on the subject; the Press, too, printed details to an extent that was unwelcome of a few years ago. Amongst other educational means of dealing with the problem, Dr. Hallam mentioned the necessity of combating the erroneous idea that indulgence was necessary to health.

The Chairman thanked Dr. Hallam for his address and said the days had passed when people could refuse to face facts, and the world had suffered too long from ignorance and false modesty. He welcomed any means of instructing public opinion on this matter. It was not for him to say to what extent it would be possible for the Hongkong Government to adopt the recommendations of the Commission, but any practical measure for the improvement of the general health would be welcomed by the community and by the Chamber which he had the honour to represent on the Legislative Council. Mr. Holyoak concluded by asking the lecturer to express his views as to the segregation and examination of women of a certain class.

Dr. Hallam, in reply, said that most of the countries of Europe and America which had tried segregation had given it up as a failure. Japan was often quoted in this connection, but to the present Commission the information had been volunteered that in Japan, too, segregation had been proved a failure and was to be abandoned. As a medical man, Dr. Hallam also gave reasons against the examination policy; it was unreliable owing to inherent difficulties, and it was derogatory to the medical profession.

This afternoon, at 5.30, a lecture on the subject, illustrated with cinema pictures, will be given at the City Hall. Another will be given on Monday afternoon.

The point shall be counted. Umpires and line-men are permanent fixtures. This amended rule is very prolix, and needs ice-cutting.

The suggestion, amplified from the existing rule, that "if the service ball touch either the striker-out or his partner or anything which they wear or carry except the racket in the hand of the striker-out, the server wins the stroke," seems pettifoggish. A good server could hit the striker-out's partner without difficulty, if he stood near the net—should this in equity count to the server? And the rules, neither old nor proposed, state whether a full pitch or an off-the-ground ball is implied.

Altogether, much may be expected from the proposals in the way of simplifying the present rules. It does not appear that the suggestions will endanger the character of the game.

## DAIRY FARM NEWS.

## CHEESE.

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## THE EX-KAISER.

## WHY HE WAS NOT TRIED.

## NETHERLANDS FIRM.

Mr. A. Baldwin Raper, M.P. for E. Islington, has called the attention of the Premier to the promise made at the last general election that the ex-Kaiser should be brought to justice.

Mr. Lloyd George has replied: "You will remember that the ex-Kaiser had, in November, 1918, sought refuge in Holland; but how far his residence there was likely to be temporary or permanent was unknown when our General Election was held in December."

"With the support of our Allies I secured the insertion of Article 227 in the Treaty of Versailles which laid down the rule that the ex-Kaiser should be tried by a special tribunal. The ratification of the Treaty, for reasons which you will recall, was delayed until January 10, 1920."

"The first step was to procure the surrender of the ex-Kaiser by the Government of the Netherlands. Accordingly, on January 15, 1920, a Note was presented to the Netherlands Government on behalf of the Allies, in which a request was made for the surrender of the ex-Kaiser."

"The Note emphasised the fact that the demand was made in the name and on behalf of all the Allies, 28 in number."

"To that request the Netherlands Government replied on January 21, 1920, refusing the surrender of the ex-Kaiser, and insisting upon their right and duty to give him asylum in accordance with their national and domestic laws."

"The Allies made a further demand in reply, dated February 14, the text of which you will find published in the London Press of February 17."

"The response from the Netherlands Government to this Note was dated March 5, and they adhered to the attitude they had adopted in giving asylum to the ex-Kaiser."

"On March 29 the interchange of this series of Notes was closed by a final dispatch from the Allies. In view of the attitude thus taken up and adhered to by the Netherlands Government, the surrender of the ex-Kaiser by diplomatic means could not be secured."

## UNKNOWN WARRIOR.

## GRAVE CLOSED.

## DIN ABBEY SCENE.

The grave of the Unknown Warrior in Westminster Abbey was, late at night, filled in with soil from the battlefields of France and Flanders. The pilgrimage to the grave had continued from 8 a.m. until 3 p.m., and the last small floral tributes were then showered on the grave.

The lights of the Abbey were dim when workmen from the Office of Works arrived at 7.45 p.m. to close the grave. The flowers were placed in a heap away from the grave after the cards had been removed for future preservation in the National War Museum and Abbey Museum.

After the royal wreaths and the crossed flag from Ypres had been taken away, the planks that covered the coffin were removed.

Working with a lamp, two workmen stripped the purple-bazes from the wooden walls of the grave. Then an Abbey official descended and took charcoal copies of the brassplate on a sheet of parchment, one being for preservation in the Abbey museum.

The work of filling in the earth was then proceeded with.

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